

V JUL 24 '43 N

ATLANTIC FISHERMAN

JULY, 1943



this team can cut...

YOUR POWER COSTS!

MORAL
FISHERMAN
MFG.35 YEARS OF
MANUFACTURING
EXPERIENCE

BUDA Low Pressure DIESEL

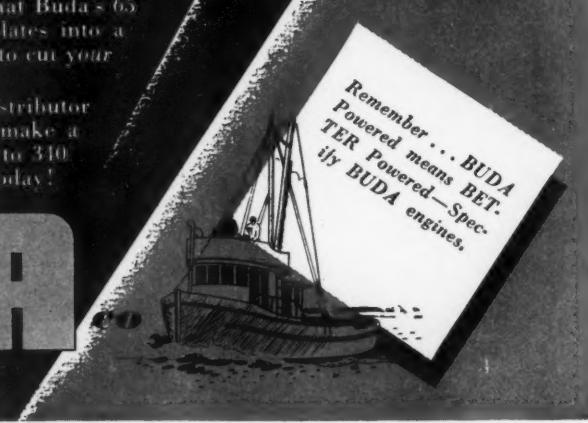
NO ordinary engine could offer the steady, year after year low-cost power output that Buda's modern engineering skill designs into Buda Diesels . . . that Buda's 65 years of manufacturing experience translates into a smooth, rugged, longer-lived power plant to cut your power costs to a minimum.

Want proof? Call your nearby BUDA distributor — let him show you the features that make a BUDA engine—Diesel or gasoline, 20 to 310 h.p.—your best investment in power today!

BUDA

Harvey (Chicago Suburb) Illinois

Remember . . . BUDA
Powered means BETTER
Powered—Specify BUDA engines.





FOR LONG SERVICE

It's most important today to install marine batteries you can count on. You can always count on a Willard! The Willard Marine Line includes specially designed types—for heavy duty service—for Diesel Starting—for ordinary engine starting and ignition—and for auxiliary power plant and marine installations requiring high capacity batteries in limited space. When you need marine batteries—buy Willards. They will serve you long and well.

Willard

•have the power to carry on!

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

"LAUTARO"



Powered by ATLAS DIESELS

The four-masted Chilean Naval Training vessel "Lautaro" brought back to seafaring men of San Francisco bay memories of the days of the windjammers as she entered the Golden Gate in May of 1942 for a thorough overhaul. Upon arrival at the General Engineering and Drydock Company in Alameda, the work of altering the vessel was immediately begun. This included the design and construction of a complete engine room, utilizing the after-section of the hold, alteration of quarters for officers and cadets, and many other changes and improvements.

The main propulsion power consists of two 600 H.P. Atlas Diesels arranged as a twin-screw installation. All other engine room machinery was also supplied by Atlas; and the installation was performed in a manner which reflected great credit on the shipyard. The spacious engine room is of such proportion that complete accessibility of all equipment is an outstanding characteristic of the installation.

With Atlas Diesels as auxiliary to sail, the "Lautaro" presents the acme in speed, smoothness, maneuverability, and versatility — an ideal training ship for graduates of the Chilean Naval Academy.

ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND • CALIFORNIA

NORTHWESTERN DIVISION

69 COLUMBIA STREET, SEATTLE, WASH.

EASTERN DIVISION

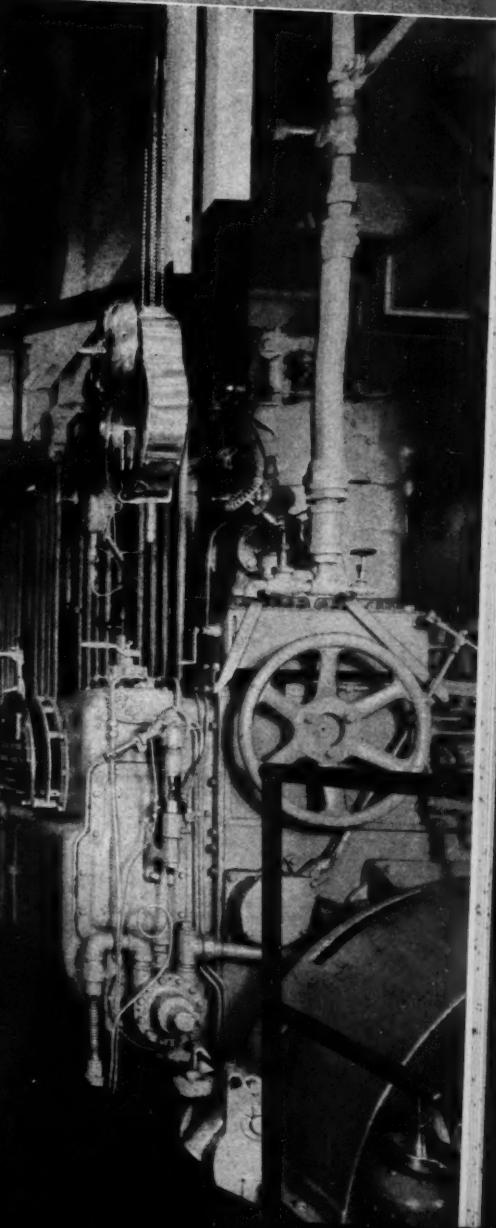
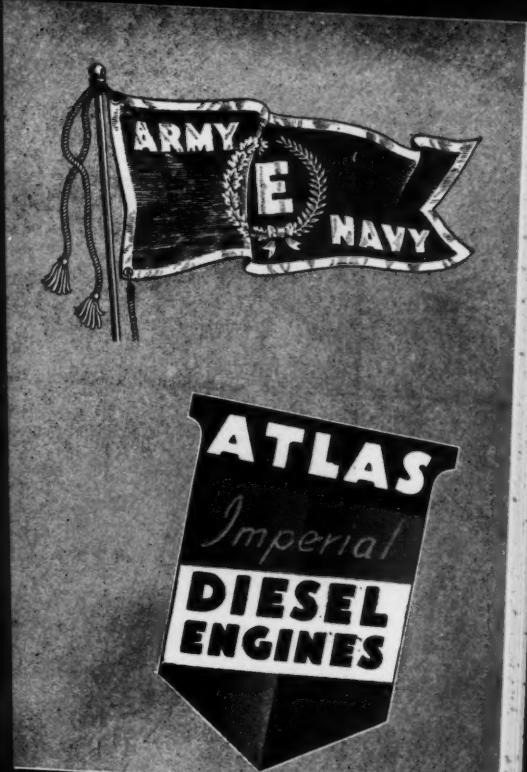
115 BROAD STREET, NEW YORK, N.Y.

CENTRAL DIVISION

228 NORTH LA SALLE STREET, CHICAGO, ILL.

SOUTHWESTERN DIVISION

5726 NAVIGATION BOULEVARD, HOUSTON, TEX.



*George Reed
Assistant to Superintendent
of Hull Construction*



Coming Up Fast!

BORN AND BRED in Boothbay Harbor, George Reed comes from a long line of ships carpenters and builders, many of whom worked right here in our yard. Thanks to his own initiative and to the excellent training given him by our veteran builders, he is now Assistant to the Superintendent of Hull Construction.

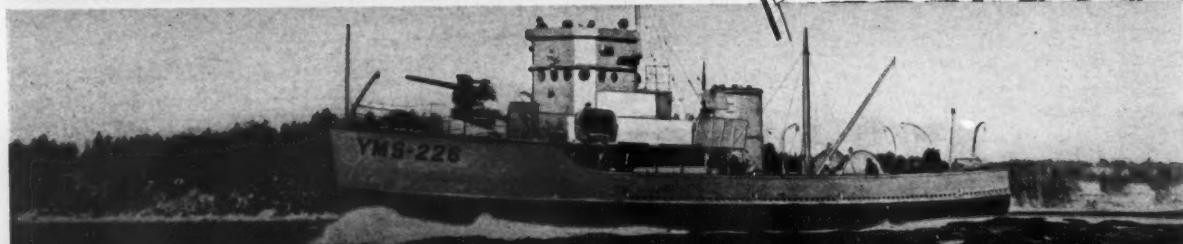
That's a big job and Reed is doing it magnificently. He has energy. He has remarkable aptitude. He's coming up fast. Like so many of his co-workers, he has the "know-how" of Maine shipbuilding in his blood!

At present our 500 workers and our entire facilities are producing minesweepers and Navy tugs.

FRANK L. SAMPLE, JR., Inc.
 * *Shipbuilders* *
 BOOTHBAY HARBOR, MAINE




With the ARMY-NAVY "E" Flag we are flying the Minute Man Flag for buying War Bonds and Stamps.



Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet

DEPENDABLE
"CATERPILLAR"
DIESELS

POWER

U. S. ARMY TRANSPORT

BARGES



PUNCHING their way through dangerous seas, off rocky, fog-shrouded shores, these sturdy barges are used by the U. S. Army Engineers to establish island bases.

They're seagoing work boats with a big war job to do. They've got to be tough. And they've got to have power that can take rough weather—heavy seas—the labor of propellers when they're loaded deep—and strain of day-after-day operation.

Those are some of the reasons why "Caterpillar" Diesel Marine Engines have been picked for the task.

For similar reasons, "Caterpillar" Diesels are preferred among fishermen. They know how *dependable* power can take worry off their minds. They know, too, that there's always a convenient port close by where a "Caterpillar" dealer offers top-notch service. Through periodical inspection and tune-up they can keep that dependability doubly certain.

Your rating as an essential food producer may enable you to

Get a New "Caterpillar" Diesel

Available engines are naturally limited to certain models or sizes. Your "Caterpillar" dealer can give you all the particulars. See him early—and get his helpful advice.

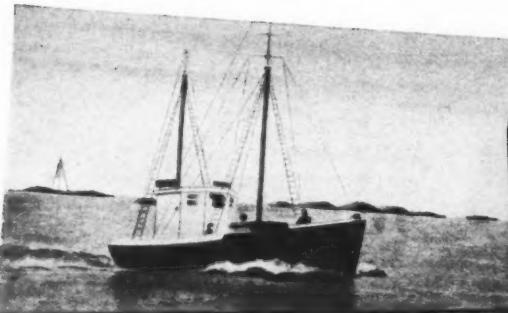
If you have a "Caterpillar" Diesel which has been on the job for some time, an inspection and going-over, now, may be the thing. Your "Caterpillar" dealer will appraise its requirements honestly. He has the special machinery and experienced service men to do any required work right.

CATERPILLAR
REG. U. S. PAT. OFF.
DIESEL

CATERPILLAR TRACTOR CO., PEORIA, ILL.

To Win the War:
 Work — Fight — Buy U. S. War Bonds!

ATLANTIC FISHERMAN



"100 per cent" SERVICE

Monhegan, Maine
May 10, 1943

The National Supply Company
Superior Engine Division
Springfield, Ohio

Gentlemen:

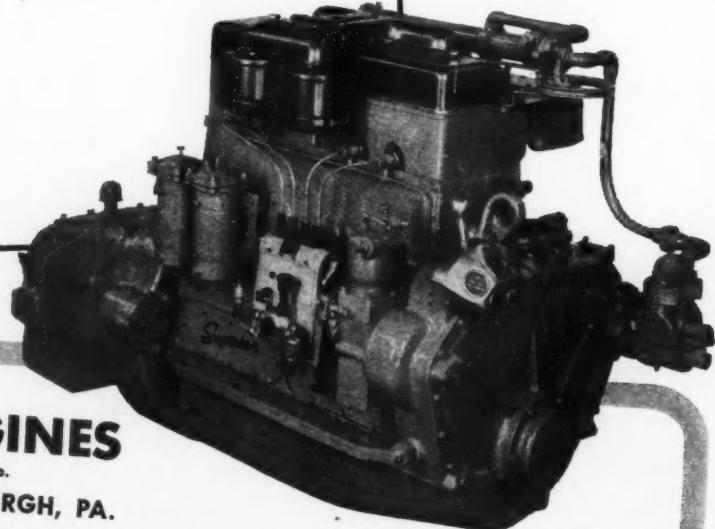
I would like to say that the Model MRD-4 Superior Diesel Engine installed in my boat "NJORTH" has given me 100% service in the two years that I have used it. I have run it about 1600 hours in seining mackerel and herring, and have had no tie-up and no repair except a fresh water pump.

My boat is 54' overall, and makes about 8 knots at 1000 RPM with 3 to 1 reduction and a 38 x 38 wheel. As the engine will turn 1300 RPM, I have plenty of reserve power when I want it.

My Superior has also been very economical, as I only average about 3 gallons of fuel oil and one pint of lubricating oil per hour. It has well paid for itself, and I have been more than satisfied in every way.

Yours truly

Marvin W. Davis



SUPERIOR ENGINES

Division of The National Supply Co.

EXECUTIVE OFFICES: PITTSBURGH, PA.

Sales Offices: Springfield, Ohio; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Jacksonville, Fla.; Houston, Texas; Fort Worth, Texas; Tulsa, Oklahoma; Los Angeles, Calif.; Chicago, Ill. Factory: Springfield, Ohio.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 90 W. Central St., Manchester, N. H., by
ATLANTIC FISHERMAN, INC.

Business Office: Goffstown, New Hampshire

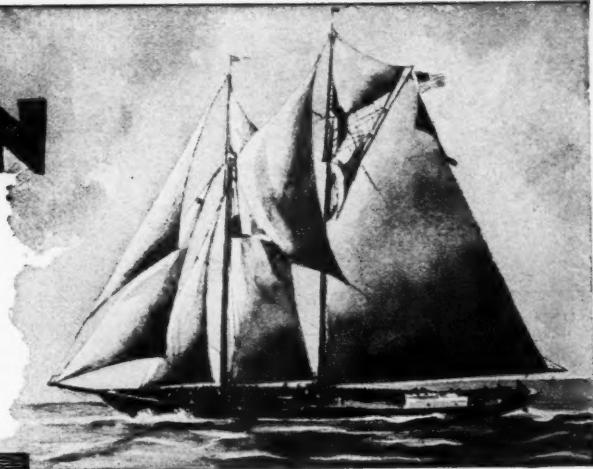
P. G. LAMSON, Publisher

GARDNER LAMSON, Editor

10 cents a copy \$1.00 a year

Entered at Second Class Matter February, 1925, at the Post Office at
Manchester, N. H., under the act of March 3, 1879. Entered as Second
Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production of Fish and Shellfish on the
Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXIV

JULY 1943

NO. 6

Fresh Fish Brought Under Price Control

THE recent announcement of maximum prices on 19 varieties of fresh North Atlantic seafood for producers and wholesalers, has caused much comment and conjecture on the waterfront. To an industry which has heretofore relied largely on the law of supply and demand to govern its prices, the new regulation represents a significant departure. Undoubtedly its application will present new problems in the marketing of fish catches.

Despite numerous predictions that the ceiling prices will not justify operation of boats in face of greatly increased costs, it is only fair to give the prices a reasonable trial. Many situations that are anticipated may never come to pass, while unforeseen developments may present themselves.

Under the impetus of increased civilian demand and large military requirements, prices of seafood have spiraled to unprecedented highs. In many cases, fishermen have had what might be considered fabulous incomes. However, when the low income and not infrequent losses of fishermen in past years are considered, it is only right to assume they have been entitled to some degree of prosperity. Recent good earnings have enabled fishermen to pay up back bills and provide for future security.

According to OPA, the imposition of controls to reduce fish prices is an imperative part of its entire fight to control inflation and keep food prices in line.

The average price for the major species of fish landed at Boston in 1939 was \$2.79 per hundred pounds. This same average price in 1942 had jumped to \$6.45 and the increase has been at an even sharper rate since the end of 1942. During the first quarter of 1943, fresh fish prices to the fishermen have increased 58 per cent over the same quarter of 1942. In March, the average per hundred pounds had mounted to \$16.52.

OPA admits that the problem of controlling prices for seafood has been difficult to solve because of the highly fluctuating nature of the industry, its seasonal features and the high perishability of fish in general.

So far as practical, OPA states it has consulted and advised with representative members of the industry which will be affected by the

regulation. In the judgment of the Price Administrator, the prices established are generally fair and equitable and will effectuate the purposes of the Act.

The extent of the rollback as compared with recent prices will vary by individual species and by the extent that current prices have been above or below their normal seasonal level. On a number of the species, however, the schedule prices will represent a rollback of from 10 to 20 per cent below even current prices which have recently dropped sharply because of the landing of unusually heavy catches. The OPA prices are in terms of summer and winter seasons and the degree of rollback will become more apparent as supplies become shorter in the fall and winter months.

OPA states that price control has to be interlocked with allocation, and that problems thus involved are being worked out in conferences with the Office of Coordinator of Fisheries. This situation has caused much speculation, but it is hoped that a voluntary system of equitably allocating catches to both large and small processors may be used when necessary.

While some of the new prices are considered practical, others are regarded as being too low, and efforts are already being made to secure necessary adjustments, and to provide a better balance between certain varieties. Revision is also being sought on the seasonal differentials.

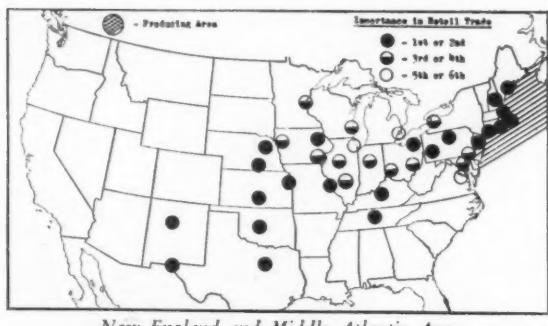
Any fishermen who can produce facts and figures to prove that he is unable to operate under the ceilings, is requested to submit his data to a local Fishery Coordinator's office for reference to OPA. It is said that OPA will consider any complaints, and is willing to make adjustments where warranted.

As a result of new relationships between prices on certain varieties, it is quite possible that there will be a changed emphasis on the prosecution of some fisheries. For example, an increased amount of interest has already been shown in swordfishing because of its comparatively high price. Also the amount of variance in prices for different sizes of a particular variety may lead to greater concentration on larger sizes, with possible conservation benefits.

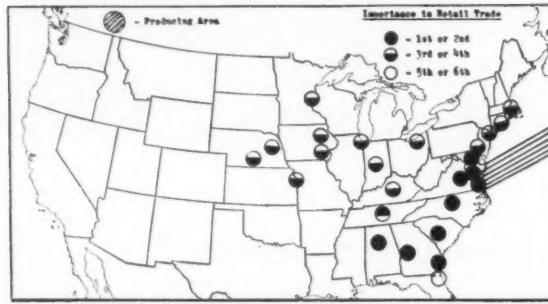
Conspicuously absent from the varieties regulated is
(Continued on next page)

The Cover

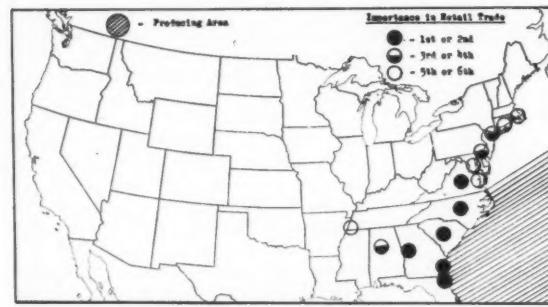
THROUGH the kind cooperation of the Columbian Rope Company, whose advertising contracts have reserved the front cover of Atlantic Fisherman ever since the magazine was founded 24 years ago, we are able again to display the American Flag, and the message "Lift up your eyes—Buy War Bonds". For this July issue, the Columbian Rope Company have donated their space to the patriotic purpose of displaying the American Flag, and have furnished the four-color process plates.



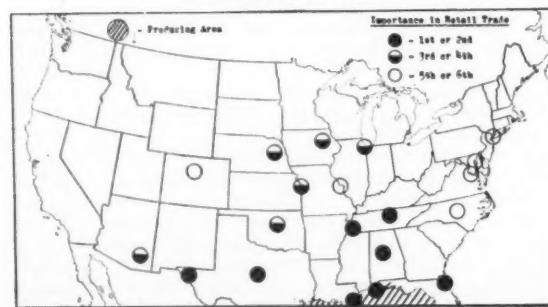
New England and Middle Atlantic Area.



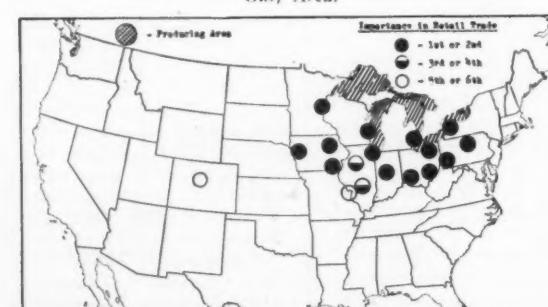
Chesapeake Area.



South Atlantic Area.



Gulf Area.



Great Lakes Area.

Distribution of Fishery Products

THE maps at left, prepared by U. S. Fish & Wildlife Service, depict the distribution of fresh and frozen fish as evidenced by the importance in retail trade of varieties produced in the New England and Middle Atlantic, Chesapeake, South Atlantic, Gulf, and Great Lakes producing areas.

(Continued from preceding page)

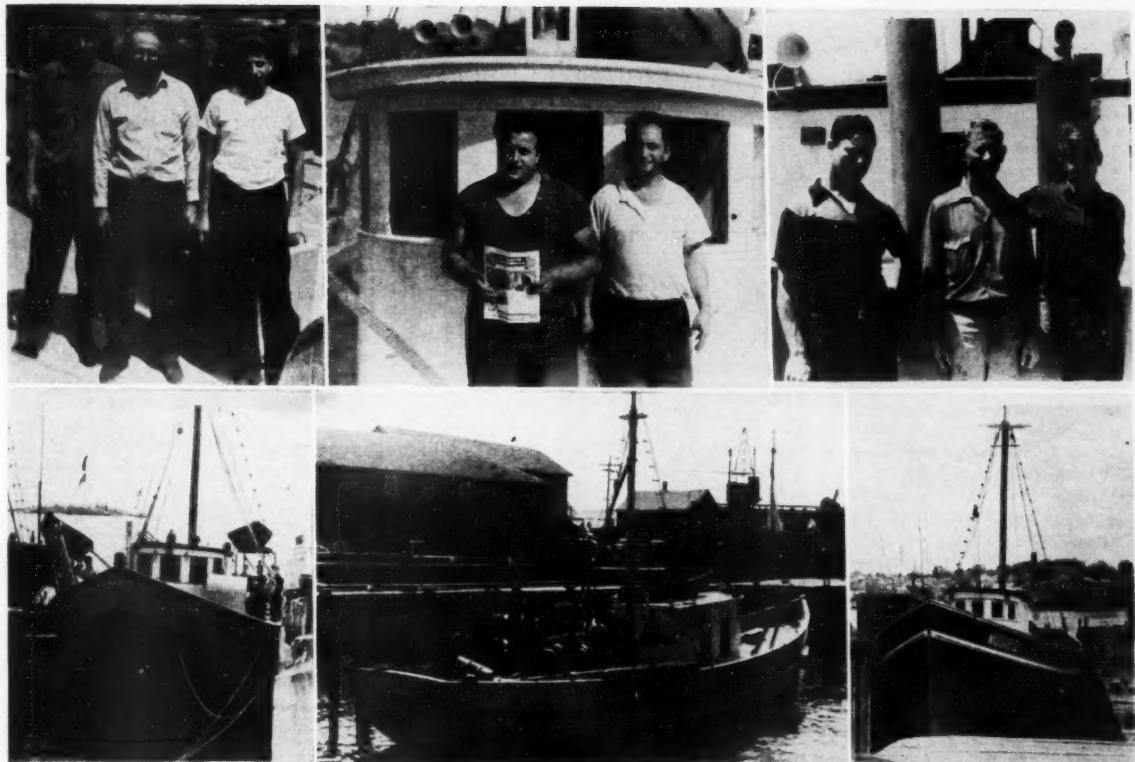
mackerel, but it is understood that this will come under a ceiling as soon as studies are complete.

The maximum ex-vessel prices for producers on a specific cents-per-pound basis were effective July 13, and are as follows for the 19 North Atlantic species.

Species	Form	Size	Season	Price
Alewives	Round	All	All year	1 1/4
*Codfish	Drawn	25 lbs. up	Oct.-Mar.	8
"		10-25	Apr.-Sept.	6
"		2 1/2-10	Oct.-Mar.	8 1/2
"		Under 2 1/2	Apr.-Sept.	6
	Round	—	Oct.-Mar.	7
Cusk	Drawn	—	Apr.-Sept.	5 1/2
Blackback	Round	2 lbs. up	Oct.-Mar.	3
Dabs, sea	Round	Large	Oct.-Mar.	2
Yellowtail	Round	Large	Oct.-Mar.	7 1/2
*Haddock ...	Drawn	2 1/2 lbs. up	Apr.-Sept.	5 1/2
"		Under 2 1/2 lbs.	Oct.-Mar.	8 1/2
	Round	—	Apr.-Sept.	6 1/2
Hake	Dressed	2 1/2 lbs. up	Oct.-Mar.	3
"		Under 2 1/2"	Apr.-Sept.	2
	Round	—	Oct.-Mar.	8 1/2
Hake, mud ..	Round	—	Apr.-Sept.	6 1/2
Herring, sea ..	Round	All	Oct.-Mar.	6
Pollock	Drawn	—	Apr.-Sept.	3 1/2
	Round	2 1/2 lbs. up	Jan.-Mar.	5
"		Under 2 1/2 lbs.	Jan.-Mar.	2 3/4
Rosefish	Round	—	Apr.-Dec.	4 1/4
Sole, gray	Round	—	Oct.-Mar.	3 3/4
Sole, lemon ..	Round	—	Apr.-Sept.	9
Whiting	Round	—	Oct.-Mar.	7
	Dressed	—	Apr.-Sept.	11
Wolffish	Drawn	—	Nov.-Apr.	8
Scallops, sea ..	Meats	—	May-Oct.	2 1/2
Scallops, bay ..	Meats	—	Nov.-Apr.	2
Swordfish	Dressed, Tail off	All	May-Oct.	5 1/4
		—	May-Apr.	4 1/4
		—	Oct.-Mar.	7 1/2
		—	Apr.-Sept.	4 1/2
		—	Oct.-Mar.	35
		—	Apr.-Sept.	30
		—	All year	45
		—	All year	30

*Add 1 cent per lb. when landed ex-vessel in New York City.

Note: Boxed prices are 1 cent per lb. higher.



Upper left: Leo Cottone, Capt. Joseph Cottone and Vincent Cottone of the Buda-powered "Ida & Joseph II," shown directly below; center: Capt. Charles Sutera and Louis Corsile of the Superior-powered "Lillian & Anna S.," below; right: Capt. Carlo Ciaramitaro, Ernest Vegliano and Sebastian Vegliano of the Buda-powered "Rosie II".

Massachusetts Gets Three New Florida-Built Boats

MARKING a new departure in medium size Northern dragger design and establishing a record in distance between builder and homeport, three new Florida-built vessels are ready for fishing in Massachusetts.

They are the *Lillian & Anna S.*, owned by Capt. Charles Sutera of Boston; the *Ida & Joseph II*, owned by Capt. Joseph Cottone of Gloucester; and the *Rosie II*, owned by Captains Carlo Ciaramitaro and Ernest Vegliano of Gloucester. Following launching, the vessels made the 1400 mile northward voyage under their own power, covering the distance in about 9 days, with layovers each night. They were outfitted at Gloucester.

All three were built by Sarris Bros. of St. Augustine, Fla., and are patterned after the typical Southern shrimp trawler.

In contrast to the conventional dragger of this size, the new vessels have their fish holds located in the after section. The engine is placed approximately amidships, directly over which is the deck structure containing wheelhouse and stateroom. The wheelhouse has a round front with 5 windows and the Captain's room has windows on three sides. Crews quarters and galley are in the fo'c'sle, which has an escape-ventilator hatch and contains ample room for all facilities.

A short engine room trunk adjoins the house aft, which allows for an easily accessible companionway and provides a convenient location for the engine exhaust pipe. The engine room has oil tanks on either side, and good working space around all equipment. All of the vessels have pilot house engine controls. A single mast is stepped aft of the house.

The hull is wide and full, with a square stern; sharp, high bow, and moderately raked stem. Frames are of 2" x 4" bent oak, spaced on 9" centers. Planking is 2" cypress and decking is 2" pine. Cypress stock is used for interior finish.

Dragging gear is located on the starboard side. The winch is placed aft of the house on the port side, and has chain drive from a shaft on deck which extends into the engine room to

connect through chain or V-belt to the after end of the engine, with clutch control. Flood lights for the exceptionally large working deck area, are mounted on the house.

"Lillian & Anna S."

The *Lillian & Anna S.*, is 64' x 17' 9" x 5' 6" and has a capacity of 65,000 pounds in 12 pens. The hold has an ice hatch, fish hatch and 4 deck bunker plates. The vessel has accommodations for 8 men forward and 1 in the pilot house, although her normal complement will be 7. There are two 150-gallon galvanized water tanks located in the stern, and the water is automatically cooled as it runs to the galley through pipes in the fish hold.

Access is gained to the fo'c'sle from the pilot house, and there is a door between the engine room and fo'c'sle.

The *Lillian & Anna S.* is powered with a rebuilt 170 hp., 6 cylinder Superior Diesel, equipped with 3:1 Twin Disc reduction gear and Kinney hauling clutch. Gloucester Machine Shop furnished the 3" steel shaft, stern bearing and stuffing box. Batteries are 32 volt Surrette, the winch is of Hathaway make, and the range is a Shipmate. The vessel has a speed of 11 mph.

"Ida & Joseph II"

The *Ida & Joseph II* is 67' x 18' 8" x 6' and carries 65,000 pounds of fish in 15 pens. Bunks are provided for 8 in the fo'c'sle and 2 in the pilot house. The floors in both of these quarters are covered with linoleum. Water is held in a 300-gallon galvanized tank, placed thwartships next to the fo'c'sle bulkhead. The dog house is located port forward of the pilot house. A life dory is supported by a frame on the after deck.

Power for this vessel is supplied by a new Model 1879, 170 hp., 6 cylinder Buda Diesel, sold by Rapp-Huckins Co., Boston. It is equipped with a 2:1 Twin Disc reduction gear

(Continued on page 24)

Virginia Shellfishery Expansion Program

**Dr. C. L. Newcombe, Director of Virginia Fisheries
Laboratory Outlines Work on Oysters, Crabs, Mussels**

THE urgent need for increasing food production throughout the nation gives reason for examining existing seafood resources from three points of view. One involves a consideration of how the existing supply may be increased, i.e., what methods can be employed to substantially increase the present supply; a second problem is the old question of adequate protection of the existing supply while production proceeds at varying levels of intensity. An evaluation of current industrial practices sometimes proves to be a necessary consideration. A third consideration involves the quantity of seafood present and the quantity that can be removed immediately without endangering the future supply.

These three considerations are of basic importance to the Commission's research program, particularly that planned for the current season. I shall refer briefly to the oyster studies being conducted by R. Winston Menzel, work on the crab by M. F. Sandoz and the experiments on the culture of the ribbed mussel by George M. Moore.

Referring first to the oyster, I may point out that since 1912 oyster production in Virginia has dropped about 60 percent—from about 43 million pounds to 17.7 millions in 1940. The large acreage of unproductive oyster bottom in our state is well known. To restore many of these barren or partially barren bottoms is an established policy of the Commission of Fisheries. Small scale experiments were conducted in 1941 and 1942 to determine the best time to plant shells. Time and amount of "strike" were observed and also the percent survival during the growing season. Winter survival in the case of young oysters was also determined.

The experiments seemed to indicate that in the locale of the experiments (at Seaford, Virginia), while there was a relatively large strike throughout the summer and fall, the late summer and early fall plantings yielded by far the best results. The results of these preliminary experiments stress the importance of fouling organisms in limiting survival of "spat" during the period when "strike" was greatest, and suggest that August and September may be the best times for planting.

The program for the coming season includes a continuation of these experiments but on a small commercial scale in the York and Rappahannock Rivers, and designed to show the best time, number of shells and type of bottom for planting purposes. I may add here that the planting of seed oysters is done on a rather large scale as a part of our repletion program. Experiments to signify the number of bushels per acre that need to be planted to assure best results in terms of meat weight are projected for the present season.

Virginia's worst enemy of the oyster is the screwborer. Last season's work demonstrated the efficacy of drill traps for controlling its infestations on submerged bars in Hampton Roads. The cooperative assistance of local planters in that area made it possible to estimate the means and cost of drill control through the trapping methods so successfully worked out in New Jersey. This summer experiments will be continued on ways of reducing the spread of screwborers from infected to uninfected bars during transplantation.

Value of Crab Sanctuary

From a standpoint of food production the blue crab is a major fishery of the Chesapeake, amounting in 1939 to over



*Dr. C. L. Newcombe,
Director, Virginia Fisheries
Laboratory, Williamsburg,
Virginia.*

50 million pounds and fairly equally distributed between Maryland and Virginia. During the past two decades there have been pronounced fluctuations in the catches generally attributed to weather conditions and industrial practices. From 1939 to 1940 the crab catch declined nearly 40% in Maryland and 16% in Virginia, according to available Federal statistics. Recently, there has been a significant increase in volume produced.

At the request of the Hampton Crab Packers Association the State Commission established in 1941 and maintained thereafter, a rather large crab sanctuary at the mouth of the Bay to protect the brood stock. The extent and importance of this sanctuary is, seemingly, one deserving attention.

To determine the value of this body of water for the hatching and larval development of the crab, studies have been carried out since 1941 aiming to define the environmental conditions most suitable for embryonic and larval development. It was first necessary to establish beyond question the identity of the blue crab larvae and then to devise a means of hatching them out in large quantities for purposes of studying their preferences and toleration points with respect to the salinity and temperature factors. Thus far it has been found that, as far as stages up to and including the third zoeal stage are concerned, the range of optimum temperature and salinity corresponds with environmental conditions prevailing in the sanctuary during summer. As larval development advances the optimum range of salinity for the more advanced stages seems to narrow down considerably.

This summer an effort will be made to identify and rear the remaining zoeal stages and define their optimum ranges with respect to salinity and temperature. In light of these experimental findings, it appears that Virginia is now making a major contribution to the maintenance of a high level of crab production for the future without seriously curtailing the overall output at the present time.

Explanation of Soft Crab Loss

At this point, I may mention the loss to the soft crab fishery of Virginia arising from holding crabs on shedding floats. Our preliminary observations made in 1941 indicated that an important factor, in addition to the condition of the crab when placed on the float, may be responsible for the mortality rates.

Available evidence strongly suggests that crabs during the moulting process have a much higher oxygen demand than at other times. Yet, we have found during August that in some commercial floats the oxygen content of the water is far below that of the water outside but near-by the float. Talks with crabbers and preliminary data on the subject lead me to believe that the supply of oxygen available to crabs kept on commercial floats is a factor worthy of attention, in any attempt to reduce current losses in shedding crabs.

This summer, therefore, further observations will be made on floats in the Rappahannock River and at Cape Charles. It is particularly important at this time to prevent the loss through improper methods of handling of crabs already produced.

Development of Mussel Fishery

I shall turn now to make a brief mention of the Laboratory's program of study on the Biology of the Ribbed Mussel that Dr. Moore is conducting. In my opinion, no single one of our fisheries is playing or is destined to play a greater role in the war effort. Being the major natural animal source of available provitamin D, we are confronted with the need for a basis on which first, to regulate the use of the existing supply and second, to supplement the natural supply by cultural practices. The present program calls for testing out on a small commercial scale varying types of cultch found thus far to be the best. Also, transplantation experiments are in progress designed to test out the possibilities for utilizing for seed purposes the fairly large numbers of small mussels that will otherwise never be gathered.



Left: John D. Toft of the R. J. Peacock Canning Co., Portland, Me.; center: the Company's new 8" suction pump "fish pipe line" lowered into a boat's hold filled with herring; right: the fish pouring into storage tanks in the plant after having been discharged from the hose on to a chute.

Cannery Unloads Boats With Suction Pump

THROUGH the use of its new suction system, the R. J. Peacock Canning Company of Portland now unloads herring from its carrier boats at the rate of a ton and a quarter a minute. John D. Toft, the Company's vice president and general manager experimented for two years to perfect a suction pump that would draw fish from their cargo holds, thereby eliminating the use of scoopers and hoisters. This is reported to be the first "fish pipe line" in operation, and he predicts it will revolutionize the unloading of certain types of fish.

Toft said that an unloading operation that formerly required six hours could now be completed in less than an hour, as for example a 65-ton cargo was recently unloaded in slightly more than 50 minutes.

The fundamentals of an ordinary suction pump were applied by Toft in his experiments leading up to actual usage of the equipment known as the Toft pump.

Operation of the pump, which is to be patented, is simple. An eight-inch hose, stemming from a 12-inch pipe from which is generated 12 pounds of pressure, is dropped into a fish cargo hold. By the simple basic principles of the suction, fish are drawn through the hose, into the pipe and are finally discharged into tanks inside the packing plant. The system utilizes an 8-inch trash pump and a 30 hp. motor, both of Fairbanks-Morse make.

Toft had two major problems to overcome. First, it became necessary to prevent damage to the fish in the actual suctioning process, and again it was necessary that fish be undamaged when they were discharged in tanks under 12 pounds of pressure.

To overcome the first, Toft "floated" the fish in the holds through the use of several water lines. He met the second problem by setting up a screen near the storage tank openings which allowed water, and not fish, to filter through. The screen was constructed of welded rods to stand the pressure of both water and the thrust of fish as they poured from the open end of the pipe line.

Toft said his invention would do away with employment of scoopers and hoisters, who formerly were key men in the process of unloading fish from schooners. The former system called for the scoopers to dig into holds with nets to fill waiting barrels which, in turn, were hoisted by cranes into the packing plant.

The procedure of filling one tank with a 56-bushel capacity consumed 15 minutes under the scoop and hoist system, as compared to the two minutes with the suction device.

The inventor said his pipe line would not only cut by one-sixth the time required to unload a fishing vessel, but that it entailed a saving of several hundred dollars a week in labor.

Another desirable feature, Toft said, was found in the fact that loss of fish in the unloading by suction was negligible, while under the former system oftentimes one-twelfth of the cargo was lost overboard.

Coordinated Pilchard Production Plan

ENSURING enough canned sardines for military, Lend-Lease, and civilian requirements and increased quantities of sardine meal and oil, the U. S. Government has assumed complete control over the catching and delivery of pilchards, or California sardines, for the duration of the war.

The "Coordinated Pilchard Production Plan" established by the Fishery Coordinator's order is designed to increase the yield of pilchards by placing the available boats and men in waters where the most fish can be caught and directing the flow of raw fish to the plants that are ready to handle them.

With respect to seasons and fishing areas, the industry will continue to operate under the general provisions of the state laws. The Coordinator of Fisheries and his designated representatives will be concerned largely with the distribution of fishing vessels among ports, the delivery of the catch to canneries and reduction plants, and with determining how much of the yield should be canned and how much should be processed as meal and oil.

As nearly as possible, boats will be assigned to their regular home ports. When an abundance of fish or the needs of the shore plants require an adjustment of the number of vessels fishing from any port, the Government will invite voluntary applications to deliver fish at the port where additional boats are needed, or if necessary will make a selection by lot from boats not regularly assigned to a home port.

Frozen Fish Holdings Show Big Drop

COLD Storage holdings of frozen fish, as of June 1, declined to 34,388,000 lbs., only 54 percent of the 1942 level. Holdings of all salt-water fish were 54 percent of last year; fresh-water, 62 percent; and shellfish, 47 percent.

Fish and shellfish frozen during the month of May totaled 21,914,359 pounds, which was about 85 percent of the movement into storage at the comparable season last year. Moreover, much of the fish is remaining in the freezers for only a short period this year, preventing the accumulation of the usual reserves.

Among the staple food fishes, sharpest declines have occurred in the holdings of haddock and rosefish fillets. On June 1 only 711,786 pounds of frozen haddock fillets were on hand compared with 6,554,924 pounds in 1942—a drop of 90 percent. The decline in rosefish holdings was almost as great. Cold storage warehouses on June 1 had 461,426 pounds of rosefish fillets, a decline of 85 percent from the previous year's level of 2,990,452 pounds.

Barkentine Diesel Powered for Chilean Navy Training Ship

BECAUSE of the background and color surrounding it, one of the most interesting engine installations consists of the recent Atlas Imperial powering of the Chilean Naval vessel *Lautaro*. The *Lautaro* is a four-masted barkentine of 3185 gross tons, and was formerly the German ship *Priwall*. She is a steel vessel, and was built at Hamburg in 1919. Originally, she belonged to the Laeisz Line of Hamburg, who operated what was internationally known as the line of the "Flying P's". They were given this nickname because all their ships had a name beginning with the letter "P" and, secondly, because the ships were extremely fast. It is interesting to note in this connection that on the voyage from Chile to San Francisco, under sail alone, the *Lautaro* at times logged 15 knots. This is quite remarkable when it is considered that the ship is 325 feet in length by 47 feet beam.

The original owners of the vessel operated her in the nitrate trade from Chile to continental ports of Europe. At the outbreak of the present war, the ship was laying in a Chilean port, and subsequently came into the possession of the Chilean Admiralty, who decided to convert the vessel into a training ship for their Naval Academy graduates.

The Chilean Navy is considered the outstanding Navy in all South America. While in the number of vessels it is exceeded by another South American country, nevertheless, the type of ships that it possesses, the complete and outstanding training efficiency of the crews, and above all the careful education and training of Chilean officers gives them first rank in the eyes of those who know.

It is also of interest to know that the Chilean Admiralty very definitely considers a man is not a good sailor until he has had experience "before the mast", as from duties on a sailing vessel, the young midshipman becomes wise in the way of the sea, develops his "weather eye" and receives benefits of experience which could not otherwise be acquired and which are bound to enhance his seaman-like qualities when finally assigned to a power vessel.

Through the U. S. Government, under its "good neighbor" policy, arrangements were made by the U. S. Navy for the purchase of engines to supply power for the vessel, and, accordingly, a contract was entered with the Atlas Imperial Diesel Engine Co. in the latter part of 1941.

The ship left Chile in March 1942, and arrived in San Francisco in May, and was taken to the General Engineering & Dry Dock Co. in Alameda for the conversion. In command of the ship was Capt. Arturo Young-Ward, one of the outstanding Captains in the Chilean service. Capt. Young-Ward had hundreds of friends in the U. S., where, some years ago, he was stationed as Chilean Naval Attaché at Washington. The Captain, who was formerly in charge of a destroyer



The barkentine "Lautaro".

flotilla was selected by his Admiralty to bring the *Lautaro* to San Francisco, because of his experience with sailing vessels and his thorough knowledge of their peculiarities.

As his Engineer Officer, Capt. Young brought with him Lieut. (s.g.) Kenneth Pearson, one of the outstanding engineer officers of the Chilean submarine service.

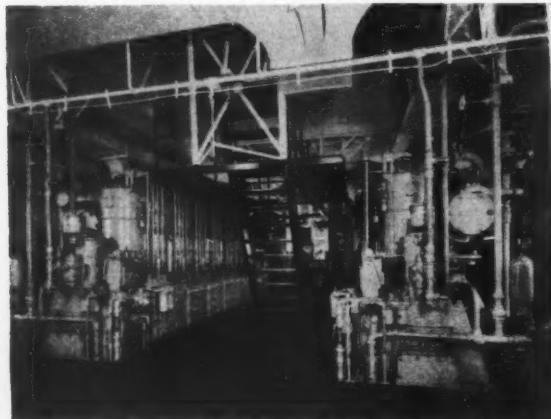
When it is considered that the *Lautaro* was a merchantman originally, with accommodations for only five officers and 30 men, and that the work on the vessel included the establishment of the proper quarters for twelve officers, 135 sailors and, in addition, accommodations for thirty-six midshipmen, some idea of the immensity of the work involved in converting the vessel may be gained. Under the guidance of Capt. Young and Lieut. Pearson, the ship is now an outstanding example of a real Naval training vessel.

The equipment supplied by the Atlas Imperial Diesel Engine Co. for installation in the *Lautaro* consists of two Model 6HM3358, 600 hp., direct reversible, marine Diesel engines, respectively with right- and left-hand rotation for twin screw drive. These engines are 15" bore by 19" stroke and develop their power at 300 rpm.

Since sails will be used for the greater portion of each voyage, the engines were especially equipped with Twin-Disc sailing clutches, operated through a simple ram with air valve control. The purpose of these clutches is to disconnect the shafting and the propeller from the engines when the vessel is running under sail alone, and thus eliminate propeller drag, and permit the wheels to turn freely in the slip stream of the hull.

Both engines are handled by the Atlas Imperial "single lever" control. This device controls all functions of the engine from ahead to astern, dead slow to full speed. Additionally, the engines are equipped with Alnor pyrometers and thermo-

(Continued on page 26)



The two 600 hp. Atlas Imperial Diesel engines that power the "Lautaro".



One of the 40 kw. Reiner Diesel generating sets and the Quincy air compressor.

Gloucester Up, Boston Down In Six Months' Production

TOTAL landings for the first six months of this year show a gain of 4% at Gloucester over the corresponding period of 1942, while Boston production dropped 29%. Boston production totalled 80,263,000 lbs. this year compared to 114,015,000 during the first half of 1942, whereas Gloucester had 60,925,000 compared to 58,649,000.

Boston lagged behind 1942 in every month except February, although it approximated last year's landing for June. Gloucester did likewise up to June, during which month its landings surged ahead to 23,733,000, nearly equalling last year's record month of August. It surpassed Boston in June by 24%.

Interest in Swordfishing Revived

Three vessels were rigged for swordfishing early this month, the first time in two years that any Gloucester craft have set out for swords exclusively. Capt. Carl Olsen who did part time swordfishing on *Satan's Wife* last year, will command the *Lois T.* Capt. Cyril Dyett, first to leave, is operating the *American Eagle*, while Capt. Manuel Carise will fish in the *Paolina*.

Redfish Size Limited

At the request of fish packers, fishermen recently agreed to land no more redfish under 7 inches in length. It was claimed that the handling of smaller fish involved more labor, which limited production and made packing unprofitable. The Fish and Wildlife Service applauded the action because of its expected conservation benefit.

"Bonaventure" Has Biggest Redfish Trip

What is reported to be the biggest redfish trip ever landed, was a catch of 197,000 lbs., brought in early this month by the *Bonaventure*, Capt. Joe Novello. This vessel was the high-line redfisherman for June, having landed 715,000 lbs. of redfish, together with 14,000 lbs. of other varieties in 4 trips.

Fast Mackerel Trips

The seiner *Linta*, Capt. Joe Palazolla, landed a 50,000 pound haul on July 12 after being away from dock only five hours. The *Jackie B.*, Capt. James Parsons, recently made two mackerel trips in one day, bringing in 10,000 pounds each time.

Five Southern Boats at Gloucester

Five boats from the Southard are fishing out of Gloucester for the summer. They are the *North Sea*, *Malolo* and *Atlantic* from Virginia, and the *Meta and Margaret* and *Irma Pauline* from New Jersey.

"Lucretia" Ready for Dragging

The 68 ft. gill netter, *Lucretia*, recently purchased by Austin Carter, has been rebuilt into a dragger. The vessel has a capacity of 45,000 lbs., and is powered with a 60 hp. Fairbanks Morse engine.

Two More Draggers Started in Essex

The Lyman James Shipyard in Essex is building two 90 ft. draggers. One to be named the *Joseph and Lucia*, is for Capt. Giuseppe Brancaleoni; the other, to be the *Vince & Jennie*, for Capt. Lorenzo Susano, both of Gloucester.

Get New Battery Equipment

The Boston trawler *Cambridge*, owned by Usen Trawling Co., has been furnished with a new 110 volt, 56 cell set of Willard batteries of 228 ampere hours capacity at the 72 hour rate. General Seafoods' *Flow* has a similar new set of 458 ampere capacity.

No Ratings Required on Ice

AMENDMENT 2 to Priorities Regulation 3 adds ice to List A to make clear that no preference ratings may be used to purchase it. Ice, classified as a food, and under the jurisdiction of the Department of Agriculture, is not subject to WPB preference ratings. However, in placing orders for ice, some purchasers have applied a preference rating which CMP Regulation No. 5 assigns for obtaining maintenance, repair and operating supplies.



The "Carlo and Vince" unloading mackerel at L. S. Eldridge & Son, New Bedford, Mass. She is owned by Capt. Bennie Favazza of Gloucester, and equipped with a 150 hp. Wolverine Diesel and Ederer seines.

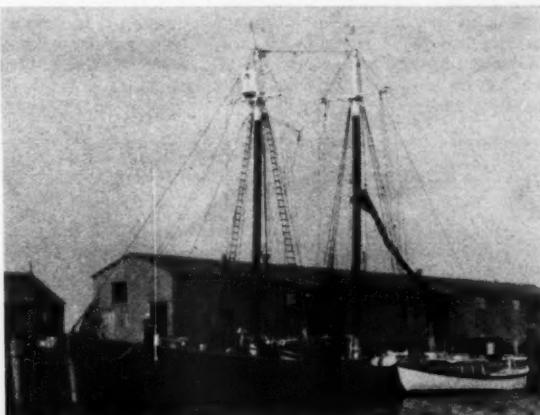
Salt Fish Supplies Allocated by International Agreement

IN order that salted supplies from 1943 catches of cod and related fish species may be most effectively utilized under prevailing circumstances, the Combined Food Board has recommended and the United States Government, along with other governments primarily concerned, has accepted the terms of a uniform purchase and allocation program. Acceptance for the U. S. was made by the War Food Administration.

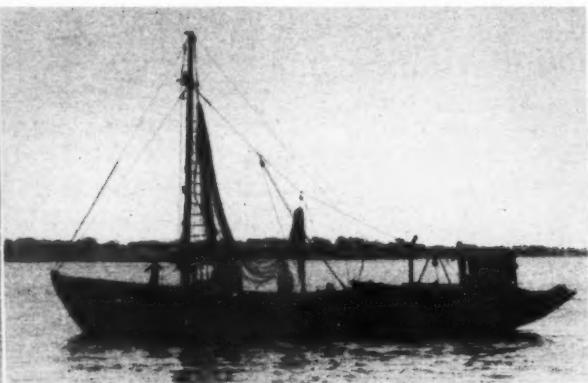
All exportable surpluses of salted fish from 1943 catches are to be distributed according to recommendations by the Combined Food Board; salted fish, in this connection, being defined as cod, haddock, hake, cusk, pollock, and ling, all in salted form, whether dry, semi-dry, or green.

Control over Treaty Coast production will be exercised by the United States Government, in cooperation with the Governments of Canada and Newfoundland.

Any importing country or area assigned an allocation share is to apply such governmental measures as are necessary to restrict its imports to this share and to prohibit the re-export of any part of it unless subsequently recommended otherwise by the Combined Food Board. This provision, however, is not intended to disrupt the customary normal in-transit move-



The 102' mackerel seiner "Gertrude De Costa", at the Acushnet Fish Corp., New Bedford, Mass., owned by O'Hara Bros. Co., Boston, and skippered by Capt. Joseph Leavitt. She is equipped with a 170 hp. Cooper-Bessemer Diesel, Shipmate range and Ederer seines.



Capt. Peter Eleniefsky, skipper of the 63' New Bedford dragger "Winifred M.", owned by Antone Eleniefsky. The boat is powered by a 100 continuous hp. Mack Mariner Diesel with 3:1 reduction gear and 40 x 25 Hyde propeller. Equipped with Shipmate range and Exide batteries, and uses Linen Thread twine and Gulf fuel.

ment through the United States, providing the final destinations involved are in accord with the allocation schedule.

As a parallel action, all supplying countries under this program are to apply such governmental measures as are necessary to keep deliveries to importing countries in line with their respective allocation shares.

Within each producing country, uniform prices will apply in the transfer of fish of approximately comparable grades and the recommended allocations to take account of the failure of any importing country or its commercial interests to claim its share, and also to take account of shipping difficulties, military developments, reoccupation and relief needs, economic warfare considerations, and changes in the food situation.

The grand total production from all sources will be shared as follows: 28 percent to the United States and possessions; 72 percent to the United Kingdom, the Iberian Peninsula, the Caribbean areas, Latin America, and the unallocated reserve.

The share of the United States includes all production by or on behalf of United States citizens from the so-called Treaty Coast areas of Canada and Newfoundland. It also includes 2,047,300 pounds to be returned to Spain in repayment of the loan of a like quantity by the latter in early 1943 to meet the emergency needs of Puerto Rico.

The over-all United States share is scheduled to become available as follows, with the share from Canada arrived at after having made available the absolute quantity of 1,020,000 pounds for joint sharing by the Republic of Panama, Haiti, Costa Rica, Mexico, Guatemala, and the Netherlands West Indies.

For the Continental United States—(1) From Canada, a proportionate share determined by the ratio of 8,380,000 pounds, dry salt basis, to the estimated total Canadian exportable surplus of 26,280,000 pounds. (2) From Newfoundland, a proportionate share determined by the ratio of 3,290,000 pounds, to the estimated Newfoundland, St. Pierre, and Miquelon exportable surplus of 88,000,000 pounds. (3) From Iceland, up to 2,450,000 pounds from Icelandic catches through June 30, 1943.



The "Doris and Ada", seiner and lobster boat, at Ralph K. Barter's wharf, Stonington, Me.

For the U. S. Territories and possessions—(1) From Canada, a proportionate share determined by the ratio of 5,870,000 pounds, dry salt basis, to the estimated total Canadian exportable surplus of 26,280,000 pounds. (2) From Newfoundland, a proportionate share determined by the ratio of 15,010,000 pounds, dry salt basis, to the estimated total Newfoundland, St. Pierre and Miquelon exportable surplus of 88,000,000 pounds.

Boats Tie Up in Price Protest

As we go to press, Prentice M. Brown, OPA Administrator, has personally taken over the fishermen's price ceiling protest case. On July 16, he conferred in Boston with E. H. Cooley, Manager of the Massachusetts Fisheries Assoc. who advised him of the chaos facing the fisheries as a result of the tying up of boats as fast as they returned to port.

Following a meeting with representatives of fishermen and dealers, Massachusetts Congressman John W. McCormack wired OPA in Washington to suspend the price ceilings for 30 days, pending hearings.

A hearing to inquire into the work stoppage was called by the regional War Labor Board to be held in Boston on July 20.

Coordinator of Fisheries Harold L. Ickes called upon fishermen to return to their vessels, warning that interruption of production for even a few days might damage the industry permanently. He stated that a continued tie-up would force processors to close down, causing their employees to shift to other occupations.

Patrick J. McHugh, secretary-treasurer of the Atlantic Fishermen's Union said: "Their chief grievance is that the wholesale ceilings are not saving the public any money because the OPA didn't establish retail ceilings."

At New Bedford, a large part of the fleet was inactive and additional vessels were expected to tie up as they returned from the grounds. However, a few groundfishermen broke away from the idle fleet to make another trip. A meeting was scheduled to be held there on the 19th with OPA officials and Wm. C. Herrington, Area Fishery Coordinator.

There was no stoppage of fishing at Gloucester, since redfish, its principal variety, and whiting have ceilings termed satisfactory, while mackerel is not covered as yet by the new regulation.

In Maine it was feared that the industry might come to an almost complete standstill, as fishermen continued to tie up their boats in despair. Fisheries Commissioner Arthur R. Greenleaf said that the "demoralization" of the industry was due to the "total inability" of fishermen to produce fish for the prices set.

Along the eastern shore of Connecticut, 45 druggers were reported out of operation. Capt. John W. Smith, president of the Southern New England Fishermen's Assoc. said fishermen were remaining idle "because the low ceiling didn't make it worth the effort to take out the boats."

Maine

Lobster Situation For Summer Market Excellent

EARLIER than usual, the spring lobster season along the Maine coast has dropped off—but the prospects for a good supply of them this summer are better than ever. Tons upon tons are impounded along the coast, ready for shipment as the markets demand, and, of course, fishermen will continue to bring others ashore all during the months ahead.

The excessive rains this spring, filling the Gulf of Maine with fresh water has had an effect on the lobsters, probably because it changed the habits of their natural foods. They appeared to arrive at the "scattering" stage earlier than customary—the period when they crawl off to shed their shells and seem uninterested in the bait in traps.

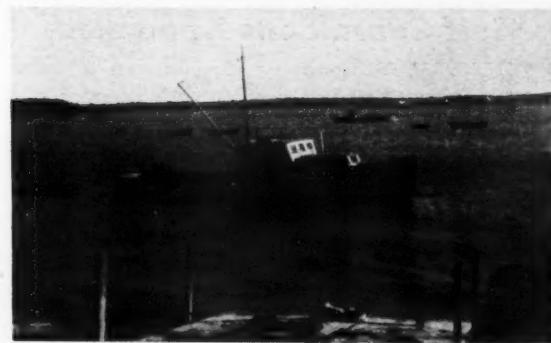
Although the western section of the State has not suffered too much from the gasoline famine, reports come to Sea and Shore Fisheries Commissioner Arthur R. Greenleaf that the eastern section of Maine is finding it hard to get gasoline for the boats. The uncertainty of the gasoline situation has been fully as great a difficulty as the actual shortage. Men undertook few large fishing jobs, lacking assurance that gasoline would be available for finishing.

The Maine lobsters this spring, according to carefully checked reports to the department, have been better than ever. "Never saw anything like it," said a Jonesport man, "The finest kind of lobsters I ever saw, and plenty of them." In the much restricted Casco Bay area, where those men still fishing are limited to small areas, the poundage caught this spring has broken all records.

The price has been good. The first of July, the average price along the coast was close to 25c a pound to the fishermen. The economics of distribution, never more complicated than now, jump around a good deal before the lobster gets to a table, but 25c to a fisherman is considered excellent. The price began dropping off and will hit 20c before it starts up again. The quality of lobsters this spring has been the best.

The big pound at Hancock, one of the largest in the State, is full—holding better than 600,000 pounds of classified lobsters. Pounds have invested heavily, and every one along the entire coast is reported full. Meantime, enough to fill day-to-day demands have been moving steadily by smack, truck, and rail to the cities. The local Maine summer demand will be light this year, for obvious reasons, leaving a bigger poundage for shipment outside. This is all right, because lobsters are today in a food category they have never before enjoyed. They compete almost on even footing with other meats at their own prices, for one thing; and besides the zooming war wages of folks who never ate lobsters before has vastly increased the number of people now able to pay for this product—always heretofore considered a luxury food.

Commissioner Greenleaf states that more lobster fishermen,



L. H. Simmons of West Jonesport, Maine, has just finished rigging this Nova Scotia boat up for a dry lobster smack. She is 42' x 11' 6" x 3', and has power hoist geared to main engine which turns 18-12 Hyde three-blade propeller. The boat will carry about 80 crates, 100 lbs. to the crate, and will make 10 knots.

by 455, have taken out licenses for the year ahead than were registered in the 12 months previous. The old licenses expired July 1. The total taken out to date is 2,705.

During the last war, the figure dropped; but in this war the emphasis on food for victory has led the men to stick with their warps.

Greenleaf points out that some of the men are in the service, or are working in shipyards and renew their licenses merely to keep their numbers—which by law must appear on all their traps. However, the number of active fishermen is greater than last year—and applications for licenses continue to come in.

Co-ordinator of Fisheries Branch in Rockland

A branch agency of the Office of the Co-ordinator of Fisheries is now open in Rockland.

Clyde C. Taylor, U. S. Fish and Wildlife Service, has been appointed Local Co-ordinator of Fisheries for Eastern Maine by William C. Herrington, Area Co-ordinator for Maine, New Hampshire and Massachusetts, and is in charge of the local office.

Conn. Oyster Set Expected Good

ACCORDING to Dr. V. L. Loosanoff of the Milford Biological Laboratory, examination of samples of oysters and water collected from numerous areas of the Long Island Sound showed that the spawning of oysters began at the end of June. Regardless of the very poor development of gonads, the number of oyster larvae present in the water was found to be unusually large. Again, as during several previous summers, the spawning of oysters and development of larvae occurred when the water temperature was considerably lower than 68° F.

The release of spawn has proceeded very slowly, and judging by the quantity of spawn still present in the oysters, the release of spawn was expected to continue for quite a long time. The fact that larvae of late stages are so numerous in plankton may be considered as a good sign that a good set of oysters may be expected. It was thought that the first set would occur about the middle of this month.

War Damage Claims Bill

UNDER the provisions of Bill S 1026, recently passed by Congress, the Secretary of War is authorized to settle damages not in excess of \$500 in times of peace, or \$1,000 in times of war, resulting from loss or destruction of property, personal injuries or death arising on or after May 27, 1941, caused by military personnel or civilian employees of the Army.

Oyster growers whose beds were disturbed by Government dredging operations will have two years, rather than one, to file claims.



The 55' dragger "Tip-Top" owned by Capt. George Berg of Stonington, Conn., is powered by a 100 hp. Caterpillar Diesel marine engine with 2:1 reduction gear. The boat has a 16' beam, 6 1/2' draft, and 40 x 32 Columbian propeller.

Gulf Consultants Appointed

CONSULTANTS, representing the fisheries of Alabama, Mississippi, Louisiana, and Texas, who will work with area officials of the Fisheries Coordinator's office, are:

Nelo J. Gonzales, Pres., Star Fish & Oyster Co., Mobile, Alabama, Dr. Willis C. Roycroft, Bayou Ice Company, Bayou La Batre.

Reginald H. Sewell, Dejean Canning Company, Chester A. Delacruz, Southern Shellfish Co., John Ewing, Pres., Gulf Coast Fisherman's & Oysterman's Assn., Biloxi, Mississippi.

C. Allen Greiner, Southern Shellfish Co., Harvey, Louisiana, Tom B. Holcombe, Indian Ridge Canning Co., Houma, John Versaggi, Versaggi Shrimp Co., Patterson, C. G. Reuther, Reuther's Seafood Co., New Orleans, Stanley Rodrigues, New Orleans, Harvey J. Lewis, Pres., Gulf Seafood Producers & Trappers Assn., Morgan City.

Carlton Crawford, Crawford Packing Co., Palacios, Texas, Gordon Gunther, Marine Biologist, Texas Game, Fish and Oyster Commission, Rockport.

Gulf Production

In May, 32,882 barrels of shrimp were produced in Louisiana and Mississippi, which more than doubled production during the same month a year ago.

The May catch of fish in the Gulf area of Louisiana, Mississippi, Alabama and Texas showed a 25,000 pound increase for fresh water fish and a 15,000-pound gain for salt water species.

Oysters handled by canneries in May amounted to 22,886 barrels, or nearly three times the amount taken by canners in May, 1942. A favorable ceiling price was one element contributing to the increase in production.

More oysters are also going into the daily diet as a result of meat rationing. In May, 1943, a total of 16,939 barrels went on the market, compared with 7,441 barrels.

Alabama Reciprocal Fishing Bill

The Alabama Department of Conservation has advised the Department of the Interior, that the Governor has approved the Act permitting fishing in the territorial salt waters of Alabama for residents of other States by a Reciprocal Fishing Bill, which will permit the taking of menhaden for fish meal and oil purposes.

Mississippi Increasing Oyster Production

The Mississippi seafood commission recently adopted a resolution which was sent to Coordinator Ickes in the interests of having a program started to build up the reefs in this section. The pack in barrels during the last two years was about 600,000. The commission has had rebedded about 30,000 barrels of shells and is now rebedding over 150,000 barrels of seed oysters.

Louisiana Governor Appoints Pharr to Study Industry

John A. Pharr, Jr., of Berwick, has been appointed by Governor Jones to make a study of all branches of the seafood industry in Louisiana with a view to recommending possibilities of expansion in production and marketing under a state-directed program. Mr. Pharr is a member of the Riverside Sales Company of Berwick, and is familiar with the shrimp industry. He will make research into all branches of the fresh and salt water fishing commerce. When completed, the report will be turned over to the State Department of Commerce and Industry for further study and action.

Sun Dried Shrimp

Cents-per-pound maximum prices for sun-dried shrimp were established today by the Office of Price Administration.

Sun-dried shrimps, produced only in the State of Louisiana and sold principally to the Oriental trade in this country and Hawaii, are the shrimps that are too small for canning, freezing or selling fresh.

The maximum prices established—35 cents a pound on the platform and 42 cents a pound packaged—represent a roll-back from the level to which prices have risen this year.

The new maximum prices are f.o.b. shipper's platform in the first instance and f.o.b. shipping point nearest the packer's warehouse in the second.

Texas Shrimping Light

SHIMP runs throughout the Texas coastal area were reported by fishermen to be lighter than for any similar period in several years.

At points along the coast, shrimp were badly scattered when encountered, making additional dragging necessary for even meager catches. Most of the month was windy, accompanied by generally unsettled weather. In many cases, this kept the shrimp out of the inland bays, and confined shrimp to the deeper Gulf waters off Port Aransas.

Shrimp taken during June, however, continued to be large in size, and brought 8c.

The closed season on shrimping in bay waters begins July 15, and no shrimping will be permitted in the restricted areas until August 31.

Some boat owners continue to have difficulties with the crew problem. While few boats have more than two men on a trip, good captains and deckhands are scarce, and boats often remain tied up to the piers for a week at a time due to the labor shortage. Inability to secure needed supplies, repair parts, and other vital equipment is working a hardship on boat owners.

Two Boats Purchased

The *Mary Ethel* and the *Jane* have been added to the fleet of shrimp boats operated by the W. F. Leslie Seafoods Company, Aransas Pass. *Mary Ethel* is a trawler, 47' x 14' x 4', powered with a 100 hp. Kermath engine. *Jane*, 44' x 14' x 4', is powered with a 110 hp. Buda Diesel engine, and has a 32" x 22" Columbian propeller.

Skipper Changes

Jim Mims Easom, former skipper on *Miss Texas*, is now Captain on *J.T.* The *J.T.*'s former skipper, Elmer Criddle, is the new Captain on *Miss Texas*. Capt. Easom recently sold his interest in *Miss Texas* to Jack Bates, Corpus Christi.

New Legislation

Two bills passed during the recent session of the Texas Legislature in which Texas commercial fishermen are interested are:

H. B. 667—"Closes the season on taking or catching oysters from the public beds or reefs of the public waters of Aransas, Nueces, Calhoun, and Matagorda counties for the market from May 1 to September 1."

H. B. 745—"Provides that for a period of two years, or for the duration of the war, all the tidal waters of Aransas County, except in the passes between Inland Bays and the Gulf of Mexico, shall be open for commercial fishing for the taking of fish and shrimp by the use of any tackle now legal in any other coastal county in the State. Further provides that it shall be legal to take shrimp in the waters of Mesquite Bay in Aransas County."

Snapper Trip

Winnie Mae, owned and skippered by Capt. Fitzgerald, has outfitted for a trip to the snapper banks, 70 miles off Port Aransas in the Gulf of Mexico, with sufficient ice and provisions for a six-day trip.

Texas Oyster Law Revamping Asked

Gordon Gunther, marine biologist for the State Game, Fish and Oyster Commission, states that less restrictive laws and more experimental study of oyster culture conditions are needed if Texas is to again develop its oyster resources.

"Continual inspection of oyster reefs and opening or closing them as needed should be carried on by the State," Mr. Gunther said. "This will result in better care of natural oyster reefs."

"Boy Scout" Will Snapper Fish

The *Boy Scout* is installing railing and is outfitting for snapper fishing. This boat belongs to General Seafoods, and both the *Boy Scout* and the *Winnie Mae* will snapper fish for this company.

New Engine for "Patty Ann"

A new 100 hp. Chrysler marine engine has been delivered to the General Seafoods Company, Aransas Pass. This engine will be installed in the shrimp trawler, *Patty Ann*.

Maryland Yellow Perch Increasing in Importance

UPWARD of 2,000,000 yellow perch have been released in the various bodies of water in Worcester County, while shad plantings are now in progress. Plantings were made as follows: Pocomoke River, 1,000,000, Box Iron Creek, 250,000, St. Martins River, 250,000, Trappe Creek, 250,000, Wagman Creek, 250,000. The fish released were produced in the hatcheries maintained by the State at Denton and Millington from fish collected on the Choptank and Chester Rivers, respectively, according to word from the Maryland Department of Research and Education.

The total fry production from yellow perch in Maryland will reach about 250,000,000 this year, and every river system in the state has received a liberal supply of them according to Dr. R. V. Truitt, director of the department.

to Dr. R. V. Truitt, director of the department.

Yellow perch constitute an increasingly important commercial and sports fisheries. This species, known to scientists as *Perca flavescens*, thrives and is especially abundant in many of the areas just above tidewater. In addition to the shore hatcheries, a large unit is operated on the upper part of the Severn River in Anne Arundel County to supply stock for the region on the west side of the Bay. Fry are released only where study shows that the waters are chemically, physically and biologically fit for their survival.

Shad Production

Perch start spawning in early March and their fry are planted by early May, whereas shad usually are not sufficiently developed for spawn production until late April. The Chop-tank and Chester hatcheries are used for shad as well as perch. In addition, shad hatching operations are carried on at Harve de Grace and at Fort Belvoir on the Potomac River. As in the case of perch, shad fry are planted in the major rivers of the State. It is estimated that more than 10,000,000 shad fry will be available this year in an effort to build up this one-time outstanding Chesapeake fishery now so greatly depleted.

Business Good

The fishermen are still having the most successful season financially ever experienced in the history of the fishing industry. Captains Alton Miles and Vernon Brewer, haul-seiners, with the boat *Vernon D.*, caught daily as high as 50,000 pounds of fish. They sold a 6 weeks catch for \$15,000. Capt. Ed. Lee Landon did equally as well. Most of these fish were shipped to the Army camps in the South. The Dize Fishing Co., of Crisfield, L. Elwood Dize, owner and manager, has done a large wholesale and shipping business, this season. John

At the wharf of
John T. Handy Co.,
Crisfield, Md.: the
"Vernon D." and
the "Annie Tucker",
Capt. Dulaney Lin-
ton, both of Saxis
Island, Va.



Robert W. Howeth, a member of the firm of Charles W. Howeth & Bro., of Crisfield, Md., dealers in all kinds of seafood.



T. Handy Co. and George A. Christy & Son have also done and are doing a large business in fish.

Diamond-Back Terrapin

A large number of young diamond-back terrapin were placed in the waters adjacent to Crisfield by Dr. R. V. Truitt, head of the State Biological Laboratories at Solomon's, on Saturday, June 19th, and on the marshes at Deols Island, and several other locations favorable for their growth. About a thousand of these were distributed. They were hatched from eggs obtained from Crisfield. Diamond-back terrapin were at one time in great demand and brought extraordinary prices but the demand has fallen off and the prices are much lower than formerly.

Crab Pots to Be Used

The use of crab pots has been approved by the Department of Tidewater Fisheries.

Heretofore crab pots have been illegal in Maryland, except for a few spots in Somerset county, but the recent Legislature passed a law putting the matter into the hands of the Tide-water Fisheries, and their decision was for the use of the pots generally, in Maryland waters, including the Potomac River.

There will be a license fee for the use of pots, of \$10.00, and according to the Department's ruling, no one person can have more than 35 pots.

This will mean the installation of thousands of pots in Maryland, and probably the gradual disappearance of netters and scrapers, for it has been found that the crab pot, working 24 hours a day, is a better method for catching more crabs than anything devised up to the present.

A recent survey of State authorities caused them to declare that the crab pot was a better method for catching crabs than other methods now in use, with no more damage to the industry.

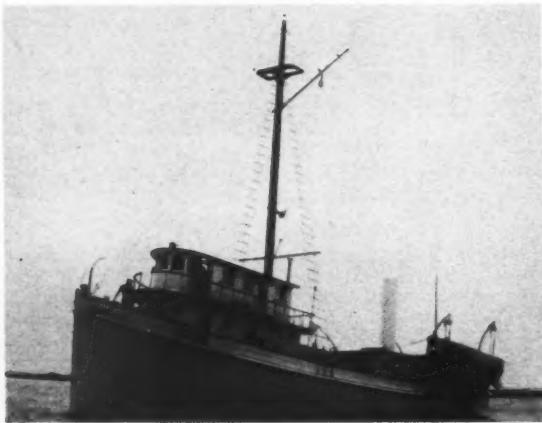
The Department approved regulations to permit the use of pots not less than six feet under the surface of the water. Soft crabs have been scarce but the supply has been equal to the demand. Soft crabs are bringing higher prices than ever before, Jumbos, \$3.00 per dozen; Primes, \$2.50; Culls, \$1.75. Hard crabs were plentiful during the latter part of June. The packers do not depend entirely on the Chesapeake Bay for their hard crabs, or in fact for soft crabs either. Trucks run to the seaside and as far south as Morehead City, N. C., for crabs.

Unemployment Insurance Bills

THE subcommittee of Merchant Marine & Fisheries of the House has held hearings on bills to cover the Maritime Industry under unemployment Insurance. These bills are built around the principle that the great majority of maritime workers are members of the AFL and CIO and that employment is distributed through the hiring hall through which eligibility for benefits would be determined. Except for a few of the larger fishing ports these principles would not hold.

Industry representatives at the hearing took the position that fishermen should not be covered by this bill, but should be placed under unemployment compensation through action by State law. The committee appeared to be favorable to this position except for the large fishing boats which go offshore.

Providing Eggs And Bacon



Co-ordinator of Fisheries Ickes states that menhaden will contribute materially this year to the job of providing eggs and bacon. The reason is that poultry and hogs require food of high-protein nutritive value. More menhaden will help to augment the short supply of protein feeds.

The menhaden boat "Dewey" (shown above) owned by W. M. Webb of Morehead City, N. C., and captained by J. Dewey Willis, is 105' x 22' x 10', carries 25 men, has a capacity of 700,000 menhaden and uses two 37' x 7' motor driven purse boats. Her power is an 8 cylinder, 300 hp. Wolverine Diesel, turning a 62 x 35 propeller, and giving a speed of 11 mph.

WOLVERINE

provides power for all fishing requirements

Wolverine Motor Works Inc.
Union Ave. Bridgeport, Conn.

Wisconsin Filleting Mullets

MORE and more species of Great Lakes fish are being processed. For example, suckers or mullets are being made into fillets for the first time in the Green Bay region. Carp also are beheaded, fleeced, and split to make them more attractive to the trade, because the housewife has experienced trouble in trying to butcher the fish.

Largest Buffalo and Carp

In answer to a question as to the largest buffalo and carp ever caught in Wisconsin, the Conservation Department replied that the largest buffalo caught weighed 71 pounds, and the largest carp 52 pounds. Both were caught in seines during rough fish removal operations.

Rescind Netting Order

The Wisconsin Conservation Commission recently rescinded a previous order permitting commercial fishermen to net non-game fish in Chequamegon Bay in the Ashland, Washburn and Barksdale areas because of the complaints of sportsmen who contended that nets too close to the mouths of Fish Creek, Whittlesey Creek and other well-known Bay region trout streams would adversely affect angling in these streams.

Legal Minimum for Perch

The Angwall bill permitting commercial fishermen to continue taking 7½ inch perch from the waters of lower Green Bay has been approved by the Wisconsin Legislature.

It sets aside a Conservation Commission order which would increase the minimum legal size of perch to 8 inches. The bill was sponsored by Assemblyman Orin W. Angwall, Republican, Marinette, who operates a commercial fishing business.

The signature of the Governor is still required; his advisor, Frank N. Graass sponsored a law, in 1937, bestowing upon the Commission the authority to rule the commercial fishing industry in all outlying waters, instead of the Legislature.

Lake Superior Smelt Run Scanty

Reports of smelt runs along Lake Superior should not arouse any excitement among fishermen, according to Fred A. Westerman, chief of the fish division of the Michigan Conservation Department.

Westerman, who declared last month the smelt season this year was a failure, described reports of smelt runs in the Northern Peninsula as "a flash in the pan." "We don't look for smelt in any numbers in Lake Superior," he said.

More Michigan Boats Licensed

With the recognition of the commercial fishing industry as an essential war-time industry, the Michigan industry is completing its 1942-43 license year with a more normal number of licensed boats on the Lakes after last year's slight drop, figures announced by the Conservation Department's fish division reveal.

For the license year that ended June 30, a total of 1175 licenses were issued by the department, 48 more than last year's figure of 1127. Of this total, 96 were sport trolling boats for hire.

New Jersey Court Upholds the Compensation Commission

NEW JERSEY fish pound net operators are employers subject to regulations of the State Unemployment Compensation Commission, according to a State Supreme Court opinion handed down June 24 in Trenton by Justice Newton H. Porter.

Accepting a previous ruling of the court as controlling, Justice Porter held that the Frank Weber Fishery of Monmouth Beach is subject to State UCC regulations as an employer. The decision affirmed the commission in holding Weber must make contributions under the unemployment compensation law.

Weber, who operates three fish pounds, claimed that while the fishery employs nine men, seven of these were members of the crew of a ship plying on navigable waters and hence

DANFORTH ANCHOR SAVES TRAWLER IN HEAVY BLOW

No Unfolding—Easy-to-handle in Emergencies

The dependable holding ability of the Danforth prevents accidents like the one described in the following letter from a fisherman:

Dear Mr. Danforth:

Until three years ago I had not given much thought to anchors. The weighty old type kedges which I had always used seemed to take care of our needs. When one of our boats was lost in heavy weather, it was laid to faulty construction of the craft. The revelation came, however, in late August of 1940.

Jim Mahoney, seasoned skipper of our 35 foot trawler Condesteval, was caught in grounds off south Florida in a heavy blow with a velocity of 45 miles per hour. The Condesteval was damaged to such an extent that she had to be towed to port. Two other trawlers fishing in the vicinity, and approximately the same size, but equipped with Danforth Anchors, rode the storm out unscathed. After this I placed the blame where it belonged—in the anchors. Since, then we have had three of our 35 foot trawlers, Condesteval, Hal and Ocean Blue, fitted with 43 lb. Danforths. We are greatly impressed by the smooth unfailing holding power of these light weight anchors.

Last Summer Skipper Mahoney encountered a storm in practically the same fishing grounds that had almost cost him his boat three years before. In his own words, "We wouldn't a had no Condesteval if it hadn't been for that Danforth. It's certainly done paid for itself."

S & J Seafoods (Signed) L. A. Jones



L. A. Jones, Mgr.
S & J Seafoods



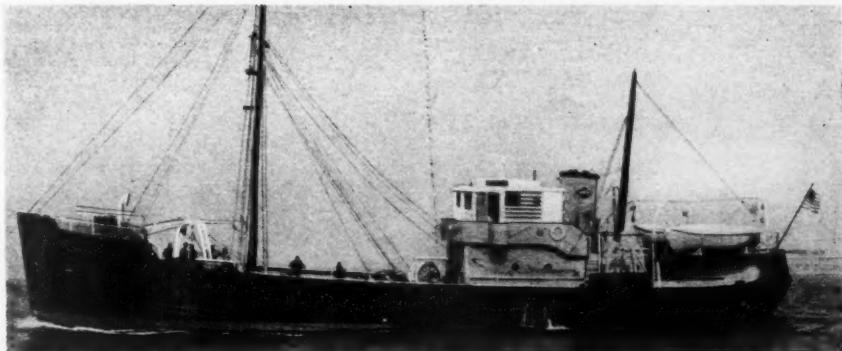
"Ocean Blue" of S & J Seafoods
fleet (Sloan Peterson)



R. S. DANFORTH • 2121 Allston Way • Berkeley 4, Calif.

Write for Free Folder With Danforth Anchor
Sizes Recommended for YOUR BOAT

YOUR
FUEL
SUPPLY
is VITAL



to Both YOU and YOUR Government

Ship owners may now complete the modernization of their fishing vessels by installing this improved fuel level indicator which has proven itself to be dependable under the most exacting marine requirements. The Large Model Levelometer which is a dial type hydrostatic gauge will measure any liquids stored aboard ship. This easily read, dial face tank gauge gives fuel level at a glance. It is sturdily constructed and built to withstand extreme vibration and excessive shock. A piece of tube or pipe which acts as an air chamber is all that is required in the tank. This makes it easy to install the instrument on old or new ships. For complete information and prices, write



THE LIQUIDOMETER CORP.

Marine Division

41-34 37th St., LONG ISLAND CITY, N. Y.

not rated as employers under the state unemployment compensation law. Justice Porter said the men acted as a crew only to accomplish the primary purpose in view, "to catch fish."

New Freezing Plant on Long Beach

The new fish-freezing plant of the New Jersey Ice and Cold Storage Corporation, located at Brant Beach, N. J., is now well under construction.

This plant, said to be the largest of its kind along the immediate New Jersey coast, will fill a long felt need. While there are several freezers now in successful operation, facilities for handling the entire catch are still inadequate, and the plant seems destined to immediate success.

Long Island Production

THE increased demand for fish has resulted in many Long Island fishermen selling blowfish and sea robbins at a high price. They were formerly known as "trashfish".

The General Foods plant located on the bay in East Marion, is cleaning these fish and shipping them to Sayville where they are frozen and placed on the market. As high as three tons of blowfish and sea robbins have been shipped to Sayville in a day. They are tasty fish and a valuable addition to the food supply.

Trap-fishermen have been making very good catches of butterfish, of excellent size, and receiving very satisfactory prices, due to the big demand and rationing of meat. Around the first part of July the run of porgies struck on well.

Even though the call for clams, both soft and hard is big, there seems to be a plentiful supply, large in size and of excellent quality.

The Bays have been giving up fine catches of weakfish. The fishing in Peconic Bay has been very good. The size runs from six pounds up.

On the south shore, flounders through June were running well, and of good size. They looked like medium-sized fluke. Mackerel made a very good showing during June and are still running fair.

The catch of lobsters was fair during June. There has been an increase in July with a big demand and prices good.

Provincetown Pay Raises Approved

DESCRIBING it as "a rare and unusual case," New England WLB today announced approval of wage increases ranging from 5 to 35 percent for employees of the Atlantic Coast Fisheries Company of Boston at its whiting fish freezing and packing plant at Provincetown, Mass.

The adjustments, requested by the company, affect 50 regular employees and 200 seasonal workers and are retroactive to March 21.

"The basis of this approval," the board said, "lies in the fact that the industry is seasonal and that the labor market in which it operates is a relatively isolated one. Under these circumstances, in the opinion of the board, the award cannot be regarded as one which would stimulate any significant inflation and this award is justified as being necessary to effectively prosecute the war."

Record Catches on Cape

Fish continues to pour into Provincetown. The first week in July, each day was reported the best day of the season, with the following day exceeding the record and the next day being even better. On July 7 a new peak was reached and trucks were called from all over the Cape, New Bedford and Boston to handle the record-breaking catch.

At Sklaroff's Wharf 102,000 pounds of mackerel were landed and shipped to Boston; 51,250 pounds of ground fish going to New York, and 49,275 pounds of whiting to the Atlantic Coast Fisheries.

Nelson Named to Commission

J. R. Nelson, Warren Oyster Co., Warren, R. I., has been appointed a member of the Atlantic States Marine Fisheries Commission.

F. L. Homan Dies

Franklin L. Homan, 77, president of the American Oyster Company of Providence, R. I. for more than 50 years, died on July 13.



Georgia Lifts Bream, Crappie Barrier

REGULATIONS recently adopted by Georgia's Game and Fish Commission were amended June 17 to lift a barrier to sales in Georgia by Florida's commercial bream and crappie fishermen.

The revision had been requested by West Jaycock, assistant coordinator for the Fifth Area of the U. S. Office of Coordinator of Fisheries, who said Florida fishermen had complained to him that the new regulation might cut them off from their best market.

The Georgia regulation listed fish that could not be bought or sold in the state and provided exceptions for bream and perch. This was amended to change the exceptions to blue gill bream and crappie from other States.

Declaring this would take care of the Florida situation, Jaycock explained that commercial catching of these fish is permitted by Florida in Lake George, Lake Okeechobee, and in the St. John's River from Lake George to the ocean. He said a heavy tonnage of fish is caught in this area, with most of it sold in Georgia.

Brunswick, Headquarters for Georgia Coastal Fisheries

Dr. Edwin P. Creaser, recently appointed supervisor of coastal fisheries, returned to Brunswick, June 22, from a conference with Charles N. Elliott, director of the Game and Fish Commission, at which it was decided to make Brunswick the main office and headquarters of the new supervisor of coastal fisheries.

E. M. Lipscomb, manager of Coastal Woods and Waters, Inc., said that on his recent trip to Brunswick, Darien and Valona, he found the members of the organization and others very well pleased with the new set-up of coastal fisheries. "We in the Coastal Woods and Waters, Inc., feel that we shall soon see the rehabilitation of the oyster industry and the wise management of our fisheries under Dr. Creaser," Mr. Lipscomb said.

BIG PUSH CALLS FOR STEEL

Scrap faster—

Win sooner!

With Axis morale sinking faster under every bombing . . . with the fortress of Europe cracking ahead of schedule . . . we're setting up the Axis for the final hay-maker!

That means an advance behind a curtain of shrieking steel . . . continuous barrages blasting our enemies round-the-clock until they say Uncle!

The Time Is Now

So our war planners have flashed an urgent message to keep the steel coming. And remember, half of the huge production will be scrap. Will we make it? Of course we will!

No matter how many times you have looked . . . look again . . . and keep right on looking! For only then will the furnaces be able to push capacity to the limit . . . only then will the tanks, planes, ships and guns be ready for the ferocious onslaught that can and must spell the utter destruction of Axis tyranny!

BUSINESS PRESS INDUSTRIAL SCRAP COMMITTEE

ROOM 1310, 50 ROCKEFELLER PLAZA, N. Y. C.

If you have done a successful salvage job, send details and pictures to this magazine. Send for Primer of Industrial Scrap to help you tackle the Salvage Problem.

ALL SET FOR THE WET



FROG BRAND MAKES WET BEHAVE

No matter where it may be found, Sawyer's Frog Brand Oiled Work Clothing is in complete control of "The Wet". Today much of Sawyer's production is devoted to the War Effort, but there are still many models of Frog Brand Oiled Work Clothing available to men in industry who must work under "Wet" conditions.

For information write:
THE
H. M. SAWYER & SON CO.
East Cambridge, Mass.



Sawyer's
FROG BRAND OILED CLOTHING



Florida-Built Boats

(Continued from page 11)

and John T. Love muffler, and swings a 48 x 36 Columbian turbine-type propeller to give a speed of 10 mph. The 3" bronze-sleeved steel shaft, stern bearing and stuffing box were furnished by Hathaway, as was the dragging gear. Other equipment includes 32 volt Willard batteries, Shipmate range, Linen Thread nets, and Twin Disc hauling gear.

"Rosie II"

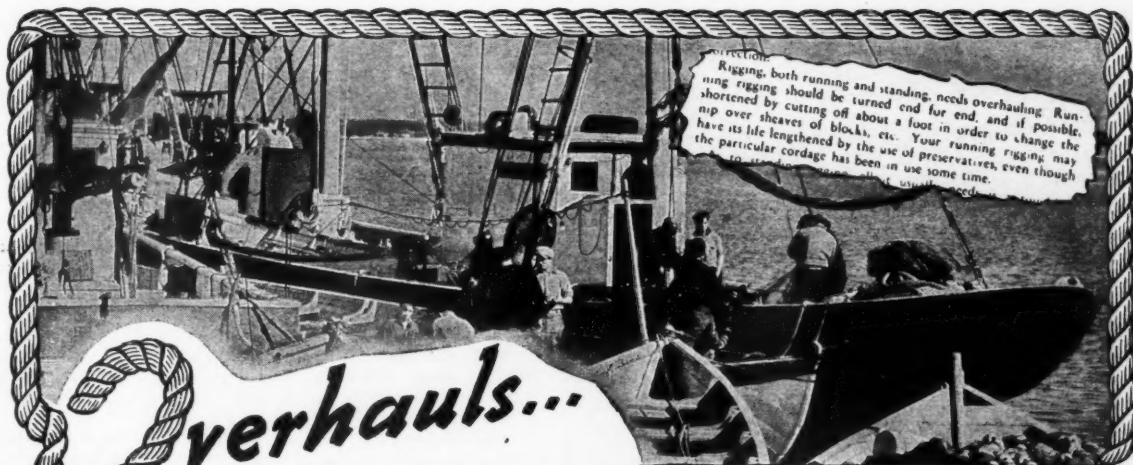
The *Rosie II*, with dimensions of 67' x 19' x 7', is built to carry 75,000 pounds of fish. She has space for 8 men in the co'se's which is entered through a hatchway on the port side. The stateroom has two berths starboard, one above the other. It is fitted with a built-in medicine box, clothes closet and a desk-type chart table.

The *Rosie II* is powered by a rebuilt 150 hp. Buda Diesel with 3:1 reduction gear and 48 x 36 propeller. Her speed is 9 1/2 mph. Gloucester Machine Shop supplied the 3" bronze shaft, stuffing box and stern bearing. Fuel oil capacity is 800 gallons while lube oil is 30. Winch and deck gear is from Hathaway, hauling clutch is a Kinney and galley range is a Shipmate. Battery equipment comprises 2 sets of 32-volt Willards, while netting is of Linen Thread make. Pettit paints were used throughout.

Gloucester Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Acme (1)	35,000	Little Joe (8)	203,500
Agnes and Myrnie (19)	39,500	Lois T. (18)	62,100
Alden (2)	120,000	Malolo (1)	70,000
Alburton (15)	18,400	Margie and Roy (21)	33,000
Alicia (4)	143,000	Marie and Winifred (2)	132,000
America (5)	485,500	Marietta and Mary (4)	320,000
American Eagle (4)	148,000	Marsala (4)	230,000
Angie and Florence (1)	60,000	Mary (7)	124,500
Anna Guarino (6)	97,000	Mary A. (1)	75,000
Annie (1)	20,000	Mary and Julia (2)	270,000
Annie and Josie (1)	28,000	Mary M. (4)	258,000
Annie II (6)	126,000	Mary R. Mullins (3)	340,000
Antonia (1)	32,000	Mary Rose (4)	605,000
Atlantic (1)	70,000	Mary W. (4)	181,000
Austin W. (6)	407,000	Mayflower (6)	90,500
Barbara C. (2)	22,000	Meta and Margaret (2)	93,000
Beatrice and Rose (8)	667,000	Mildred Silva (3)	295,000
Bethulia (3)	145,000	Muriel and Russell (5)	220,000
Bonaventure (4)	729,000	Nancy F. (6)	341,500
Calista D. Morrill (10)	141,000	Naomi Bruce (21)	56,100
Capt. Drum (4)	148,000	Naomi Bruce II (24)	60,600
Carlo and Vince (2)	145,000	Naomi Bruce III (16)	41,500
Caspian (1)	118,000	Natale B. (3)	67,000
Catherine (17)	38,500	Natale III (2)	190,000
Catherine L. Brown (4)	623,000	Newcastle (4)	151,000
Cayadetta (7)	200,000	Njorth (3)	42,000
Columbia (1)	16,000	North Sea (3)	225,000
Corinthian (4)	586,000	No More (15)	27,500
Desire (1)	9,000	Nova Antonio (1)	5,000
Donald and Johnnie (4)	103,000	Nyoda (2)	93,000
Doris F. Amero (4)	377,000	Old Glory (4)	380,000
Eddie and Lulu M. (1)	35,000	Olivia Brown (4)	402,000
Edna Fae (21)	52,400	Olympia (4)	286,000
Elizabeth A. (9)	308,000	Paolina (3)	195,000
Elsie (10)	156,500	Phyllis A. (16)	26,700
Emma Marie (5)	109,000	Portugal (2)	188,000
Enterprise (22)	46,000	Poseidon (1)	8,000
Ethel (7)	124,000	P. T. (5)	150,500
Ethel S. Huff (8)	166,000	Richard J. Nunan (4)	400,000
Evalina M. Goullart (2)	226,000	Rose and Lucy (5)	365,000
Eva M. Martin (3)	39,000	Rose Marie (2)	14,000
Evelyn G. Sears (5)	308,000	Rosie and Gracie (3)	300,000
Falcon (1)	17,000	Rosie C. (6)	86,000
Famiglia (6)	263,500	Ruth and Margaret (2)	275,000
Fannie F. Hickey (6)	212,000	St. Ann (2)	95,000
Four Sisters (7)	121,000	St. Joseph (5)	324,000
Francis C. (5)	111,000	St. Peter (4)	292,000
Frank F. Grinnell (5)	497,000	St. Provvidenza (8)	137,000
Frankie and Rose (4)	334,000	St. Rosalie (5)	300,000
Gertrude DeCosta (3)	187,000	St. Teresa (4)	171,000
Golden Eagle (4)	530,000	Salvatore (5)	436,000
Gov. Al. Smith (4)	480,000	Salvatore and Rosalie (5)	309,000
Grace F. (4)	410,000	San Calogero (5)	188,000
Helen M. (1)	75,000	Santa Maria (3)	205,000
Helen Mae (1)	3,000	Sea Hawk (1)	90,000
Inca (3)	158,000	Sea Jeep (4)	35,000
Irma Pauline (2)	88,000	Sebastiana and Figli (5)	117,000
Jackie B. (8)	53,000	Sebastiana C. (1)	90,000
Jackson and Arthur (6)	119,000	Serafina N. (2)	175,000
J. B. Jr. (4)	125,000	Serafina II (3)	112,500
Jennie and Julia (4)	84,000	Shamrock (2)	156,000
Joe D'Ambrosio (5)	98,000	Spring Chicken (4)	502,000
Joffre (3)	459,000	Stars & Stripes (1)	3,500
Jorgina Silveira (3)	205,000	Susie O. Carver (2)	59,000
Josephine & Margaret (5)	342,000	Three Sisters (4)	129,000
Josie II (10)	206,000	Trimembral (4)	55,000
Lady of Good Voyage (2)	245,000	Two Pals (4)	13,400
Leonardo (2)	47,000	Uncle Guy (3)	245,000
Leonora C. (4)	464,000		



Overhauls...

MORE VITAL TODAY
THAN EVER

Thorough overhaul of fishing boats at least yearly always has been important but now . . . war makes routine inspections vital.

More care in overhauling your rigging, and at more frequent intervals, will mean longer life for the manila rope you now use — less need to order sisal rope for replacements. Even though "Topsail" is highest quality sisal treated to resist rot, decay, kinking and swelling — there is no definite assurance that you can get "Topsail" when you need it.

Rigging, both running and standing, needs overhauling. Running rigging should be turned end for end, and if possible, run over sheaves of blocks, etc. Your running rigging may have its life lengthened by the use of preservatives, even though the particular cordage has been in use some time.

CONSERVE THE GOOD—SCRAP THE BAD
Old Manila Rope . . . hawsers, cargo slings, small stuff no matter what its condition.

They're valuable scrap for making
parachute flares and
other essential war material.

**PILE 'EM UP—
SEND 'EM IN**

National Salvage Campaign,
Office, Coordinator of Fisheries



THROW YOUR
SCRAP INTO
THE FIGHT!

NEW BEDFORD CORDAGE CO.

General Offices: 233 Broadway, New York
Mills: New Bedford, Mass. Established in 1842

4280

Boston Landings for June

(Hailing fares. Figure after name indicates number of trips.)			
Acme (2)	35,000	Linta (2)	160,000
Adventure (4)	375,400	Lucy (1)	4,500
Alden (1)	95,000	Maine (5)	617,000
Alice M. Hathaway (1)	73,000	Maria del Sacro (7)	141,200
Alphonso (7)	154,000	Maria Guiseppi (1)	3,200
American (3)	267,000	Maristella (3)	332,000
American Eagle (1)	38,000	Marjorie Parker (2)	99,000
Angie and Florence (4)	263,000	Martha G. Murley (3)	124,000
Anna Guarino (1)	13,000	Mary & Jennie (6)	152,900
Angie (5)	126,500	Mary Grace (1)	63,000
Annie & Josie (5)	151,500	Mary M. (2)	36,500
Antonina (3)	155,000	Mary Tapper (4)	235,000
Beatrice and Rose (2)	160,000	Mary W. (4)	232,000
Bethulia (4)	188,000	Neptune (4)	476,000
Bettina (4)	320,000	Newton (5)	630,500
Billow (3)	308,000	Paolina (1)	5,500
Boston (3)	261,000	Plymouth (2)	253,000
Breaker (4)	361,000	Princess (6)	136,200
Breeze (4)	393,000	Providence (3)	11,600
Brookline (4)	413,000	Quincy (4)	360,000
Cambridge (3)	420,000	R. Eugene Ashley (3)	160,000
Cape Ann (4)	282,000	Ripple (4)	416,000
Capt. Drum (3)	100,000	Rita B. (2)	116,700
Carmella (4)	17,200	Robert & Edwin (2)	24,000
Carmella Maria (6)	28,100	Roma (6)	185,000
Catherine B. (2)	7,300	Rose & Lucy (2)	150,000
Clarence B. Mitchell (5)	118,300	Rose Marie (5)	360,000
Columbia (1)	218,000	Rosie (6)	135,500
Cormorant (3)	461,000	St. Ann (2)	140,000
Dorchester (4)	396,300	St. Joseph (7)	26,700
Eddie and Lulu M. (3)	48,000	St. Mary (7)	36,800
Elsie (1)	9,400	St. Michael Angelo (6)	45,100
Eleanor (1)	42,000	St. Teresa (1)	78,000
Ethel (2)	22,200	Salvator (3)	22,500
Fabia (4)	451,000	Salvatore & Rosalie (2)	130,000
Felicia (1)	95,000	San Antonio (9)	37,900
Flow (4)	443,600	Santa Maria (2)	63,000
Frances C. Denehy (3)	193,000	Santa Rita (7)	30,800
Frank F. Grinnell (1)	48,000	Savoia (2)	10,200
Geraldine & Phyllis (3)	211,000	Sea (3)	278,000
Gertrude Parker (3)	197,000	Sea Ranger (4)	250,000
Gossoon (3)	236,000	Shamrock (1)	95,000
Growler (1)	73,000	Six Brothers II (8)	30,400
Jackson and Arthur (2)	30,500	Skilgoles (2)	116,000
J. B. Jr. II (5)	95,500	Spray (4)	408,000
Jennie and Julia (1)	82,000	The Friars (4)	172,500
Joe D'Ambrosio (2)	28,500	Thomas Whalen (4)	442,800
Josephine & Mary (2)	102,000	Three Sisters (2)	105,000
Josephine F. (1)	4,000	Two Pals (3)	46,100
Josie M. (7)	241,000	Vandal (3)	260,000
Katie D. (2)	160,000	Virginia (7)	21,900
Lark (1)	45,000	Wm. J. O'Brien (5)	732,000
Lawrence Scola (2)	58,000	Winthrop (2)	247,000
Leonardo (2)	20,000		

EDERER NETS

Are Quality Made

For Long Service

In Every Kind of Fishing

As a result of scientific design and skillful manufacture under highest quality standards, Ederer Fish Netting gives extra long service. In every branch of fishing, Ederer Nets get good catches and make money for fishermen.

R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

GLoucester - Philadelphia - Baltimore - Miami - Biloxi

Flood & Calvert, Galveston, Texas

Howard C. Johnson, Erie, Pa.

D. A. Turner, Port Huron, Mich.

P. J. Block, Milwaukee, Wis.

Switch to

**MICHIGAN
MACHINED-PITCH
PROPELLERS**

They're Better Buys

MICHIGAN MACHINED-PITCH PROPELLERS are made of a unique and especially developed alloy which is tougher and much more resistant to salt water corrosion than ordinary manganese bronze. Guaranteed against breakage. For longer wear specify MICHIGAN PROPELLERS! Made in sizes up to 36".

And for better performance, too, specify MICHIGAN. Perfect pitch, spacing and balance, key essentials to smoother, better operation, are insured by the exclusive MICHIGAN MACHINED-PITCH method of manufacture. Switch to MICHIGAN and note the difference.

EXPERT RECONDITIONING

of propellers of all makes by the guaranteed accurate MACHINED-PITCH method is available at our strategically located Service Stations. Write for name of nearest one.

MICHIGAN WHEEL COMPANY - GRAND RAPIDS, MICH.

Barkentine Diesel Powered

(Continued from page 14)

couples, including one additional thermocouple in the common exhaust header. On the gauge board they have Weston electric tachometers and direction indicators with a set of repeater indicators installed in the cabin of the engineer officer. A Veeder-Root revolution counter is installed on both engines, while the thrust bearing is of Kingsbury make.

The engines are further equipped with Bacharach indicator valves and a Bacharach indicator for record purposes; and, of course, thermometers are mounted to indicate temperature conditions of the cooling water in and out, the temperature of the lubricating oil, etc. Both engines are cooled by salt water, directly from the sea, with a recirculation system to maintain the most efficient cooling condition.

The engines drive four bladed propellers, designed by the General Engineering and Dry Dock Co., 5' 10" diameter by 4' 9" pitch.

Other equipment supplied by the Atlas Imperial Diesel Engine Co. consisted of two Model MDGH-40 Reiner Diesel marine generating sets, of 40 kw, 125 volt, DC capacity. These sets are mounted on Korfund dampeners. The entire electrical needs of the vessel are supplied from these auxiliaries.

In the engine room proper other auxiliaries, likewise supplied by Atlas, consist of one Model D6-3N Morris Fire pump of the centrifugal type, having 3" discharge, 4" suction of the single stage, double suction type, delivering 300 g.p.m. at 100 lb. p.s.i., when running at 1850 rpm. The pump is mounted on a cast iron base and is direct connected to a 35 hp., DC motor through a flexible coupling.

The fuel transfer pump is a Viking model 2GX2D, capacity 5 g.p.m. at 1200 rpm. and driven by a 1/2 hp. motor. The auxiliary air compressor is a Quincy Model D340, 5 1/4" x 3" x 3 1/2", two stage, air cooled unit with loadless starting and automatic control pressure switch. It is direct connected to a 10 hp., 1750 rpm. motor. All the motors for driving the above units are equipped with special starters of Cutler-Hammer type.

The electrical operation of the two generator units is controlled from the switchboard, designed for parallel operation, having two sections with ammeter, voltmeter, field rheostat, circuit breaker, main line switch, and ground detector lamps, with reverse ground protection for the circuit breaker. The starting batteries for the auxiliary generator sets are Exide, model 3DS-27-17, and each unit is supplied with a tray of four.

All the silencers for the main engines and the auxiliaries are of the Maxim manufacture, type MSC. The air receivers for the starting air, whistle air, etc., consist of five units, 29 1/2" diameter by 103" length, built to American Bureau of Shipping requirements. A small Blackmer, hand-operated transfer pump for the fuel, equipment model PA605, completes the picture.

The engine room layout provides spaciousness and clean, efficient layout of the interconnecting piping, valves, etc. While each engine is a separate unit in itself, the entire piping layout has been so designed for cross-connection in event of emergency, so that no occasion may occur when any unit will be forced to stop through lack of fuel oil, air, circulating water, or lube oil, since one half of the entire supply system can be cut off and both engines operate on the other half.

A particular feature of the installation is the type of "seating" installed by the General Engineering and Dry Dock Co., whereby all the propulsion machinery becomes a direct part of the hull. On the trial trip there was no vibration apparent at any time; this lack of vibration being demonstrated by the ability of the engine room force to stand a fountain pen upright on any portion of either engine and have it remain so standing at will. The system of shafting and spring bearings installed in the boat are such as to be immediately accessible for inspection, and to, of course, maintain perfect alignment at all times. The fuel capacity of the vessel is some 92,000 gallons.

Under present circumstances, it is not possible to give the results of the speed trial. Suffice it to say, however, that the actual speed clocked over a measured course was almost 50% in excess of that estimated by the engineers of both Atlas Imperial Diesel Engine Co. and General Engineering & Dry Dock Co.

Fulton Market Wholesale Prices

Species	June 1-5	June 7-12	June 14-19	June 21-30
Alewives	.. .	.. .	.. .	.02-.02
Bluefish	.20-.40	.20-.35	.10-.38	.07-.40
Bonito	.08-.12½	.07-.09	.06½-.10	.08-.12½
Butterfish	.03½-.22	.02-.22	.03-.09	.02½-.16
Codfish, mkt.	.07-.22½	.07-.12	.09-.33	.08-.13
Codfish, stk.	.12½-.24	.11½-.22	.12-.25	.12-.30
Croakers	.04½-.09	.04½-.07	.08-.09	.10-.16
Dabs	.07-.07	.08-.09	.09-.09	.04-.10
Eels	.12½-.12½	.10-.14	.. .	.. .
Flounders	.03½-.16	.02-.12	.04-.16	.03-.19
Fluke	.09-.17	.07-.16	.10-.20	.12½-.22
Haddock	.08-.12	.06-.12½	.09½-.12½	.09-.12
Hake	.01-.11	.02-.11	.03½-.12½	.01-.12½
Halibut	.25-.30	.25-.28	.27-.35	.27-.35
Herring	3.00-12.00	2.00-6.00	5.00-14.00	2.00-13.00
Jewfish	.. .	.. .	.. .	.10-.10
King Whiting	.02-.10	.02-.06	.02-.04	.02-.04
Mackerel	7.00-14.00	6.50-16.00	3.00-18.00	7.00-20.00
Pollock	.05-.12	.05-.12½	.09-.12½	.08-.20
Pompano	.65-.65	.65-.65	.75-.75	.. .
Salmon, Pac.	.30-.55	.30-.50	.30-.55	.30-.50
Scup	.03-.14	.03½-.12	.03½-.08	.03½-.10
Sea Bass	.06-.18	.07-.16	.08-.16	.08-.18
Sea Trout, g'y	.05-.25	.05-.25	.08-.28	.08-.30
Shad	.03-.15	.02-.10	.01½-.07	.01½-.08
Sole, g'y	.10-.18	.12½-.15	.06-.18	.06-.17
Sole, lem.	.12-.12	.11-.11	.13-.15	.15-.20
Spanish Mackerel	.08-.08	.08-.08	.. .	.. .
Striped Bass	.22-.26	.22-.30	.. .	.. .
Tautog	.. .	.03-.03	.. .	.04-.04
Whiting	1.50-7.00	2.50-9.00	3.00-10.00	1.00-10.00
Yellowtails	.04-.11	.04-.12	.07-.12½	.03-.12½
Clams, hard	2.00-14.00	2.00-14.00	2.00-14.00	1.50-13.00
Clams, soft	.75-4.50	3.50-4.50	.75-4.00	1.00-4.00
Conchs	2.50-4.00	2.00-3.50	1.50-3.50	1.00-3.00
Crabmeat	.70-1.40	.50-1.50	.55-1.15	.40-2.50
Crabs, hard	2.00-3.00	2.00-4.00	2.00-4.50	1.50-3.00
Crabs, soft	.60-1.75	1.00-3.00	2.00-3.50	1.25-3.50
Lobsters	.45-.55	.44-.55	.43-.52	.28-.48
Mussels	.75-1.50	1.00-1.25	.75-1.25	1.00-1.25
Shrimp	.10-.37	.32-.50	.23-.40	.16-.48
Squid	.07½-.12	.06-.10	.07-.12	.09-.14

Fulton Market Men Presented By Fishery Council

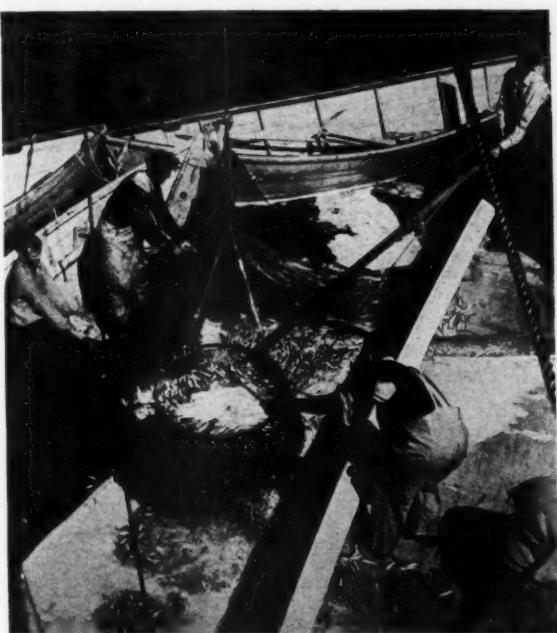
BORN 56 years ago on the Caleb Haley farm in Noank, Connecticut, Henry Chesebro was one of three children.

He attended elementary school in Brooklyn, went to Pennsylvania Military College, and later to a prep school for Princeton. "Like most kids," says Henry, "I didn't want to go to school. So when my mother died (I was 17 at the time) I came down to work for my father at Chesebro Brothers, 1 Fulton Market. I started as a journeyman, pulling a hand-truck. From there I 'traveled' from department to department and finally became vice-president of Atlantic Coast Fisheries Corp. which had taken over Chesebro Bros. I continued in that capacity for 8 years, and then sold out my stock interest and retired for 3 years." The fish business must have been in Henry's blood, for he came back to the market, and with Henry Robbins managed the firm of Chesebro Bros. & Robbins at 1-2-3 F. M. Some time after, he, "Hen" Robbins, Matt Graham and Jimmy Vicedomini started the present company, now known as Chesebro, Robbins & Graham, Inc.

Henry attributes much of his success to his father, Amos, now 88 years old, who was the first to bring halibut across the American continent and was a pioneer in Pacific shad. When Henry was 13 or 14 years of age he remembers being taken along on three trips to the Pacific Coast. On two of them he went to Alaska on halibut steamers owned by the International Fisheries Co. of Tacoma, Washington. Henry was put to work "tallying" the halibut as they were placed aboard the steamer. The men were paid off on the basis of

GOLD MEDAL SEINES

Securely Hold Even
The Biggest Schools



GOLD MEDAL Seine Netting is made to catch big schools of fish with ease and safety. It handles well and gives long wear. The outstanding performance of Gold Medal products is the result of scientific manufacture from highest quality materials. They have the maximum strength, durability and dependability needed for successful fishing.

The LINEN THREAD CO., Inc.

Successors to American Net & Twine Co.

60 E. 42nd ST., NEW YORK CITY

GLoucester-Baltimore-Chicago-San Francisco

Netting Headquarters Since 1842

THE FINISH FOR FISHING!

Set a course straight for the nearest Pettit dealer for paints and varnishes that can "take it". You'll find fourscore years of specialized marine paint experience—and an end to your paint worries—in every can of

"SHIPENDEC" TOPSIDE AND DECK PAINT

JERSEY CITY YACHT COPPER PAINT
OLD SALEM YACHT WHITE
OLD SALEM SPAR VARNISHES

PETTIT PAINT CO., INC.,
507-519 Main St., Belleville, N. J.



Columbian
PROPELLERS

Designed for Service and Speed

When seas run high and the mission is vital, Columbian Propellers complete the run. Columbian Propellers and Fittings are famous for fine design, construction and finish.

COLUMBIAN BRONZE CORP.
Freeport, Long Island, N. Y.

Sturdy for Heavy Duty

Columbian Catalog
on request. *

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

25c a fish, and a trip of 8,000 fish was not at all unusual.

"Walk along Fulton Market and you'll not find a better man than 'Charlie' Ackerly." So say the men who work for him. And they ought to know—they've been with him a number of years. Among other things, this esteem may be due to "Charlie's" contention that his employees have played no small part in building up the smooth-running organization. Thirty-eight years of service in Fulton Market have made the firm of Ackerly & Sandiford an important factor in the fish industry.

Charles Ackerly was born on September 11, 1880 in Port Jefferson, Long Island. In 1905 he came down to Fulton Market, and operated a small business on Beekman Street. Afterward he purchased a small stand at Beekman Dock, and later went over to Fulton Ferry where he occupied a stall. About 25 years ago he came into the old market at No. 9 and after some three years, purchased No. 8 from Eldred and Haley—his present address. "For the first ten years in the business," says Mr. Ackerly, "I specialized exclusively in soft-shell crabs, but handled some seafood specialties on the side. However, since we've been in the old market we've been carrying a general line of seafood, with special emphasis on soft-shell crabs, crabmeat, lobsters, scallops and the fancier grades of fish, also Canadian smelts." Although they do a land-office business in soft-shell crabs, Mr. Ackerly is too modest to admit it, but contents himself by saying: "We handle about as many packages of shellfish as anybody down here."

Coordinator's Consultants Named

COORDINATOR of Fisheries Ickes has announced the appointment of 20 consultants who will work with local representatives of his office, and Area Coordinator Wm. C. Neville, in finding solutions for wartime problems of the fisheries of the southern New England and Middle Atlantic areas.

The list of consultants is as follows. Rhode Island: Clifton L. Tallman, Tallman-Mack Fish & Trap Co., Newport. Connecticut: Capt. John W. Smith, Mystic; Andrew Radel, Andrew Radel Oyster Co., So. Norwalk.

Long Island: Alfred Tucker, Long Island Fishermen's Assoc., West Sayville.

New York City: John H. Matthews, Chesebro, Robbins & Graham Inc.; Louis Schnibbe; Royal Toner, Lester & Toner; William Dusek, Brooklyn Bridge Freezing & Cold Storage Co.; Katherine A. Fisher, Good Housekeeping Institute; Sol Broome; Sig A. Smith; Sol Walpow, United Retail Dealers Assoc.; Harold E. Hamblen, Harry Hamblen, Inc.

New Jersey: George Kotze, Hudson River Shad Fisherman Assoc., Edgewater; Albert C. Hiering, Seaside Park Fishery, Seaside Park; Carl G. Ekstrom, O.K. Fishermen's Assoc.; Sven Marthin, Union Fish Co.; John Hilton, Aspen Fish Products Co.; all of Wildwood. J. N. Laudeman, Cold Spring Fish & Supply Co., Cape May; Joseph N. Fowler, Port Norris.

Council Reelects Officers

BY unanimous vote of the members of the Fishery Council at the recent annual meeting, Matthew J. Graham, president, Harry W. Weinstein, vice-president, Sol Broome, treasurer, and Samuel R. Keats, secretary, were reelected for the ensuing year. This marks the third term for Mr. Graham and the fifth for Mr. Weinstein, Mr. Broome and Mr. Keats. Also reelected were the present board of directors, with the additions of Sol Walpow, general manager of the United Retail Fish Dealers Ass'n., and Larry Mansueto, president of the New Jersey Fish Dealers Ass'n. Among other things, such as intensification of the membership drive, future Council plans include emphasis on education of the consumer. In addition to planning for the post-war period, committees have been set up to start work at once to point out the necessity of eating fish. Recipes are to be distributed with every package of fish; greater emphasis placed on proper merchandising displays, and eventually a museum established where demonstrations and lectures will be given, and motion pictures on fish shown to nutrition groups, dieticians, youth, CDVO groups and others.

New Brunswick Weirmen Faring Well By C. A. Dixon

FOLLOWING an unprecedented failure of spring weir fishing in the island sections of Charlotte County, N. B., and some mainland districts also, a sizeable school of sardines appeared in the St. Andrews Bay region last month, and fishermen in the St. Andrews Island section and adjacent waters, also those of Oak Bay farther inland, made quite a lot of money. Weirmen in the considerable coastal area from Mascarene to Point Lepreau also fared well in some cases, but those of Campobello failed to share in the silvery wealth. The factories at Eastport, Lubec, Robbinston and Pembroke, all in Maine did a pretty good business in June, and the Canadian plants at Black's Harbour and Fairhaven, also at Wilson's Beach, were kept busy. Fish supplies were not as large as needed as July came in, but it is expected that the regular summer school will appear before long and if the fish are abundant enough eastern Maine and southwestern New Brunswick coastal points will be virtual hives of industry during the remainder of 1943. Every available fish will be canned as the demand for manufactured goods is unlimited. In addition to the canning of regular sardines, those of larger size put up in round cans are being packed as rapidly as possible, and fish for this grade, or at least a lot of them, are being brought across the Bay of Fundy from Nova Scotia, chiefly from St. Mary's Bay where the large herring have been plentiful this year.

Herring Scales Bring Good Prices

Herring scales are in good demand this year at greatly increased prices to the fishermen. From 13 to 15 cents a pound have been paid for the scales from first hands, and some of the fishermen engaged in salvaging the scales have made very high incomes from this side-line. It is reported on good authority that one man from Deer Island, working in the St. Andrews Bay region, sold herring scales to the value of \$400 in a single week. Others, combining scaling and weir fishing, made more money and had plenty of time to spare, as the seining of fish and the gathering of herring scales requires only a few hours each day, usually from two to four hours, called a "tide." A number of fishermen have bought new boats and equipment for the scaling business, and if fish become plentiful from July till December a lot of money will be made by those handling the silvery wafers that produce pearl essence for commercial decoration and other uses.

Lobsters Plentiful, and Prices Good

One of the most heartening features of the commercial fisheries of southern New Brunswick is the undeniable fact that there has been a marked improvement in lobster fishing, and the crustaceans are certainly on the increase, and at a rapid rate, whatever the cause, in the Passamaquoddy Bay region. Lobster fishermen have done better this year in St. Andrews Bay and in some of the outlying island areas than they have for years past. All the lobsters sold for good prices.

Haddock and Pollock Running Well

Campobello trawl and line fishermen have been doing well, and haddock and pollock were more plentiful in June; line fishing has been very profitable, and it looks as if the 1943 season will be a record one for all engaged in the industry.

More and Better Boats

More fishing boats, and much larger and finer craft, are being added to the local fleets in the Bay of Fundy as rapidly as they can be built. At the Linden Tewksbury shop at Deer Island, the family boat-shop crew is kept busy. The fine 55 footer, launched from the Tewksbury shop a few weeks ago, has been fully equipped, and Capt. Heber McNeill, the owner, "christened" his new craft with forty hogsheads of sardine herring for the Sunset Packing Co. of Pembroke. The boat will carry five or six hogsheads more than the cargo mentioned, and by mid-summer doubtless she will be "sapped" many times.

It's a tough worm
says this bird.

"It twists and it bends while I pull and I shake
And give it the works—but still it won't break."

ECLIPSE AVIATION
Seamless Flexible Metal Hose

Mfd. &
Sold By

Bendix
AVIATION CORPORATION

Write for
Free Bulletin
H 201-935

BENDIX AVIATION CORPORATION, PHILADELPHIA DIVISION • PHILADELPHIA, PA.

A FISH has no post-war planning that's why he's a fish. But the man who catches him must plan constantly for the current day and the future. Fishermen know how to plan their catch.... and The Stamford Foundry Company knows how to plan the fisherman's galley range. for over 100 YEARS

Our experienced craftsmen have been planning, always for the future, and producing the finest in marine galley ranges. Today, we invite your suggestions, your desires, so that the SHIPMATE of the future will continue in the post-war world to give the fisherman what he needs, what he wants, and at the price he wants.

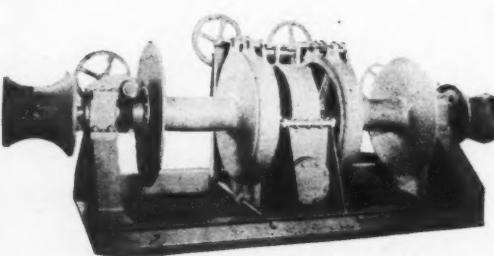
SHIPMATE

The Stamford Foundry Co.

Established 1830

Stamford, Conn.

NEW ENGLAND WINCHES AND HOISTS For The Fishing Industry



Model WD-700

NEW ENGLAND
TRAWLER EQUIPMENT CO.
EASTERN AVE. CHELSEA MASS.

Vineyard Has Big Dragger Fleet

By J. C. Allen

JUNE hauls astern, as we write up this log, and summer business between four and forty fathoms, in these bearings, may be said to be in full swing. The set-up did not pan out exactly as we expected it, and, as the old-timer observed, we "didn't expect that it would". But our dragger fleet is the biggest that the Vineyard ever owned, in number and in point of tonnage, and all the regular lines and departments of the Nation's foremost industry, are regularly manned, except the lobster fleet.

Lobster Situation Dubious

This item is the only one that looks doubtful, and the Wheelhouse Loafer who pilots this column admits to a feeling of low value and inexpensiveness, bordering on cheapness, as he logs this fact.

Because, it may be recalled that a year ago there was an upswing to the lobster fishery that hove all previous calculations out of gear. It looked as if happy days were here again, or on the coming back, and we rejoiced along with plenty of others. But this season there is no such promise as yet and things have got to move like a stingaree in a trap-bowl if any favorable change is to come!

Other Branches Shape Up Well

Of the other departments, everything shapes up pretty well. Seasonable shifting of the fish, on the grounds, and likewise as to species, have hove and hauled on the luck, but it has been mostly good. The bottom fish have run as well as usual, all through the month, and if there has been a slowing up on one variety, it has been compensated by another, and nobody has kicked much. The arrival of the mackerel, which usually raises the devil with the market, kicked up a flurry, it is true, but it was not nearly as desperate as usual, and neither did it last as long.

We were warned, and in fact we were apprehensive, with respect to war-time practices, which take the form of airplanes and P.T. boats, scooting and scuttling all over, and exploding bombs and torpedoes, and the like, in the open ocean and adjacent sounds, bays and estuaries, as the law might read. We had a feeling that fish were going to be stunned by the schooner-load and that hell would be raised all around the clock as far as the fisheries were concerned.

But it hasn't worked out. First of all, some of our good citizens had a word to say to the Powers That Be, and the latter were very cooperative. Said they: "we don't want to kill off the fish and we don't want to bother anyone, at least on this side of the pond!" So that was that. And the practice has decreased and subsided plenty, likewise the fish have schooled clean to the potato rows, which is like old times, and if anyone has failed to get his cut it was because he failed to turn out in the morning.

Hand-Lining Pays

We cannot help saying just a word about hand-lining, which is a variety of fishing with which we were raised, and in which we have much faith, even though it is not considered progressive any more.

One little, two-man boat has been hooking cod for two months, making two and three trips a week with a ton and a quarter to a ton and a half of fish each trip. They averaged about 6 cents a pound for these fish, with no outlay beyond their grub and gas, and a handful of lines, and we can't help but agree that these lads have made a paying thing of it. Incidentally, this boat has sails which they have used when they had a breeze, just like old times.

Then a couple of even smaller boats, with a couple of men aboard of each, have fitted out for the regular summer pursuit of the scup and sea-bass. Nobody pays much attention to such boats, and they are never actually included in the list of commercial fishermen, except at the Custom House. But their catch has run from 600 to 1000 pounds of fish a day, and they haven't had to travel far to get 'em. They have been able to market before dark, every night, and to set pots for their bait after taking out their catch. They have drawn

35 to 50 dollars a day at this pastime, and the market has risen continually, though slowly, ever since they began. Naturally, the wells in their boats help out plenty. They land their fish alive, and they only buy ice to keep their bait. It doesn't take too much of it for that, either, because, one of these lads at least, and maybe both, has shipped a regular ice-chest aboard. Lashed up in a corner of the cockpit, it isn't under foot at all, and will hold bait enough for several days, besides any perishable grub that they want to carry.

Sword Are Late

Although sword struck at Block Island some time before this log was written up, we haven't raised a fin here, up to this time. Maybe the fish behave like the rain and snow, which used to fall "alike on the just and unjust", as they said. Well, we are here to state that this is no longer true, and we can prove it! It rains like the devil in the next town to us, and not a drop falls here! Or maybe it's vice-versa, which is an old Gaelic word, meaning: "A heluva note." All in all, however, we would say that our fisheries are doing all right, in spite of war, dry weather, high winds and low water, and nobody has any right to squawk.

Capt'n David Butler

At this time we have to report the death of Capt'n David Butler of Menemsha Creek, one of the oldest of our Island fishermen. A man who was virtually born in the industry which he followed almost continually, for close to 70 years. He saw the business develop from the days of the little, one-man open boat to the vessel that carried a crew, and he could recall the days when it was hardly necessary to go beyond the breakers to load a boat. A talented man, who built boats, repaired them, made his own gear, and used them all with outstanding skill, Dave was a product of the old school which turned out men of capability and unfailing instincts. One more link with the romantic past of fishing was broken when Dave slipped to leeward on the ebb tide, last month. But his wake was dotted with the buoys and markers that he set and planted for the guidance of those who should come after him, and no man can do more than that, nor can any man leave a more praiseworthy record astern of him.

Cooper-Bessemer Makes Vaupel Assistant Manager

THE Cooper-Bessemer Corporation has just announced the appointment of Carl H. Vaupel to the position of assistant general manager, applicable to the company's two plants, one at their Mount Vernon, Ohio headquarters and the other at Grove City, Pa.

It is pointed out that Mr. Vaupel's background makes him admirably suited for his new executive position. This is due partly to his working very closely with B. B. Williams, Chairman of the Board, and Gordon Lefebvre, who recently succeeded Mr. Williams as President, and due also to the wealth of experience he gained in the heavy machinery industry before joining Cooper-Bessemer in January of 1941.

Since joining Cooper-Bessemer, Mr. Vaupel has been devoting the major portion of his time to various managerial duties at the company's Grove City plant.

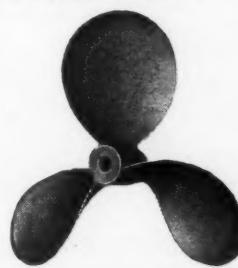
Luli, C-B Factory Production Representative

WILLARD A. LULI, engineer with The Cooper-Bessemer Corporation for the past eight years, has been promoted to the post of Factory Production Representative for the company's two plants at Mount Vernon, Ohio and Grove City, Pa.

In his new assignment, Mr. Luli is affiliated with the company's Washington, D. C. office where he serves as Cooper-Bessemer representative on the War Production Board for the Large Diesel Engine Manufacturers' Planning and Scheduling Committee.

His principal duties involve the allocation of materials needed by Cooper-Bessemer in their all-out war production.

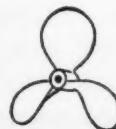
The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



combines strength with maximum corrosion-resistance

Bethanized trawler line is every bit as strong, tough and fatigue-resistant as uncoated rope. Yet every wire in bethanized trawler line is fully protected against corrosion by a vise-tight coating of 99.9+ per cent pure zinc. Why is this possible? Because a bethanized coating is applied by electricity (without the use of high temperatures) leaving the physical properties of the steel unchanged, and building up a tight, even zinc armor over every inch of the rope wire.

BETHLEHEM STEEL COMPANY



HORNS-WHISTLES

"Electro-Phonic" Air Signal

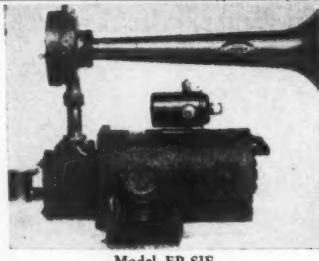
Defense against Every Emergency—the Fisherman's Sentinel—Protects Lives and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.

Unexcelled for Fog Penetration, Echo Signals, and Reliability.

Types, sizes for all Marine Needs—Mechanical Fog Horns.

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.



Model EP-SIF

Set Your Course

With EDSON
DEPENDABLE STEERERS



Complete Steering Equipment Including
Wheels - Quadrants - Chains - Sheaves - Shock Absorbers

EDSON NON-CHOKABLE BILGE PUMPS

Hand Operated in Four Sizes

The EDSON Corporation

49 D Street

South Boston, Mass.

For "The Duration"

We are "All Out" for our Government. After "The Duration" we will be "All Out" for our customers, with a yard so complete that no job will be too small and none too large, either in building, repairing, or converting.

Delaware Bay Shipbuilding Co., Inc.
Leesburg
New Jersey

Danforth Anchor Folder

In an attractively illustrated folder issued by R. S. Danforth, 2121 Allston Way, Berkeley, Calif., showing Danforth Anchors aloft and afloat, is an illustration of the menhaden vessel *Seminole*, 108' x 22' x 12', heavy construction, accompanied by a testimonial on the holding ability of the 100-pound Danforth Anchor carried by this vessel, from the Nassau Fertilizer and Oil Company, Inc., Fernandina, Fla.

New Wall Rope Works Calendar

THE Wall Rope Works, Inc., 48 South St., New York, N. Y., have produced their 1943-44 three months at-a-glance Calendar, which is interesting and useful. The illustration reproduces a painting done especially for the calendar by the well-known marine artist, W. J. Aylward, with the approval of the Navy Department, portraying the destruction of the Allied heavy cruisers *Vincennes*, *Quincy* and *Astoria*, which were sunk by the Japan Navy last August in the Guadalcanal Channel off Savo Island, but not until after they had successfully protected a large fleet of supply ships and transports laden with Marines.



Gail E. Spain, Administrative Vice President of the Advertising, Sales, Export, Special Products and War Contracts Departments of the Caterpillar Tractor Co.

Spain Succeeds Robison at Caterpillar

D. A. ROBISON has resigned as Vice President of Caterpillar Tractor Co., Peoria, Illinois, to become the Company's distributor at Salt Lake City, Utah and Gail E. Spain, who was made a Vice President in May, 1942, will succeed him as administrative Vice President of the Advertising, Sales, Export, Engine Sales, Special Products and War Contracts Departments, according to an announcement by L. B. Neumiller, President of "Caterpillar".

Mr. Spain, who has been in charge of operations at San Leandro since his elevation to Vice President, is returning to Peoria to assume his new responsibilities.

A native of Portland, Oregon, Mr. Spain was graduated from Oregon State College in 1920 with the degree of Mechanical Engineer. After his graduation he joined the Willamette Iron & Steel Works at Portland and spent nine years in the Sales and Engineering Departments and as Sales Manager.

He joined "Caterpillar" in 1929. Succeeding administrative positions in the Merchandise, Engine and Engine Sales Departments and in the Sales Development Division culminated in his appointment as General Sales Manager in 1940, followed by a Vice Presidency last year.

Henry H. Howard, who has been associated with Caterpillar Tractor Co. since 1926, is returning from a war-time post with the United States Ordnance Department in Detroit to become Caterpillar's General Sales Manager.

H. W. Smith, Assistant Manager of Engine Sales, who has been in active charge of that department during the time Mr. Howard has been in government service, has been made Manager of Engine Sales.

Stop THAT LEAK! with **Jeffery's** 'C' **QUALITY**
LIQUID MARINE GLUE
FOR SMALL LEAKS IN OUT-OF-THE-WAY PLACES.

Hooks for Sea Fishing

"Catch More Fish per Strike"

Wright & McGill's commercial hooks are made of the finest quality steel, correctly tempered, with extra sharp points that "gets the fish." Our years of experience making fish hooks assures you of getting the finest, most dependable hooks made. Write for details.

Manufactured by

WRIGHT and MCGILL
Company

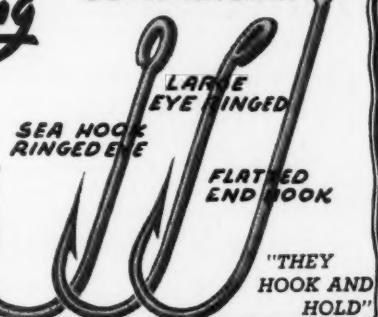
1457 York St. Denver 6, Colorado

MANUFACTURERS OF WORLD-FAMOUS EAGLE CLAW HOOKS

Sold by
Leading Distributors



COMMERCIAL



New Bedford Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (3)	66,500	Hilda (1)	4,500
Alice (2)	14,000	Hope (1)	22,000
Alice May (3)	15,000	Huntington Sanford (4)	83,000
Alma Bell (3)	40,000	Idlewood (1)	4,800
Alva (4)	41,000	Irene & Walter (1)	10,000
American Eagle (2)	135,000	Ivanhoe (5)	251,000
Anastasia E. (3)	57,000	J. Henry Smith (2)	22,000
Angeline (5)	23,300	Joan & Ursula (2)	95,000
Angie & Florence (2)	73,000	Kelbarsan (1)	6,700
Anna (7)	98,800	Liberty (4)	70,500
Anna C. (2)	17,000	Lillian B. (3)	22,000
Ann & Marie (3)	37,000	Lillian D. (1)	2,500
Anna L. (5)	47,500	Linta (2)	138,000
Anna O. (2)	34,000	Little David (1)	7,000
Annie L. (1)	2,000	Little Growler (3)	110,000
Annie Louise (2)	35,000	Madeleine (4)	58,000
Antonina (3)	165,000	Malvina B. (1)	150,000
Barbara (3)	103,500	Marie & Katherine (2)	55,500
Barbara Tee (4)	54,000	Mary Ellen (1)	5,000
Bessie (2)	17,000	Mary J. Landry (2)	36,000
Bethlehem (1)	3,800	Mary W. (2)	133,000
Bethulia (1)	45,000	Mayflower (1)	16,000
Bozo (1)	12,000	Mildred T. (1)	6,000
Captain Drum (2)	110,000	Minnie V. (3)	27,000
Capt. Nathaniel D. Palmer (1)	15,700	Mishauum (4)	48,000
Carid (1)	6,000	Morning Star (4)	30,800
Carl J. (1)	20,000	Nashawena (2)	30,000
Carlo & Vince (2)	90,000	Natator (1)	8,000
Catherine & Mary (2)	41,000	Nobadeer (5)	72,500
Charles E. Beckman (2)	26,500	North Sea (1)	3,000
Chas. M. Fauci (4)	49,000	Palmers Island (5)	68,500
Clifton (3)	35,000	Patsy (1)	9,000
Clinton (3)	94,000	Penguin (4)	172,200
Doris (3)	14,800	Priscilla (4)	32,000
Dorothy (2)	18,000	Quest (2)	25,000
Drittwood (6)	88,100	Reliance (3)	16,000
Ebeneezer (5)	45,500	Richard & Arnold (5)	84,500
E — C (2)	22,000	Rose & Lucy (1)	70,000
Eclipse (1)	8,000	Rose Jarvis (2)	19,000
Eleanor (6)	350,000	Rosalind D. (1)	6,000
Eleanor K. (1)	2,000	Roswell P. (1)	5,000
Eleanor May (2)	25,000	Russel S. (3)	48,000
Elmardo (4)	15,000	St. Ann (4)	188,000
Elva & Estelle (3)	127,000	Salvatore & Rosalie (1)	65,000
Elvira (1)	8,000	Sankaty Head (4)	62,000
Emily C. (4)	35,500	Santa Maria (6)	349,000
Eunice Lilian (1)	55,000	Santina (2)	13,300
F. F. Grinnell (1)	55,000	Serafina (3)	65,000
Frankie & Rose (1)	30,000	Seven-of-U's (2)	825
Fred Henry (4)	48,000	Southern Cross (3)	36,500
Genevieve D. (2)	14,000	Standee (2)	18,000
Gerrtrude DeCosta (1)	50,000	Sun Ray (1)	200
Grayling (1)	9,000	Susie Carver (2)	29,000
Grey Hound (2)	10,000	Three Sisters (1)	8,000
Growler (3)	197,000	Trio (4)	69,000
Harold (4)	34,000	Two Brothers (4)	63,500
Hazel Jackson (3)	93,000	William Chesebro (4)	41,000
Hazel S. (5)	95,000	Wm. J. Landry (2)	32,000
Heedja (7)	138,000	Winifred M. (7)	208,000
Helen Mae (1)	7,000		

Scallop Draggers (Landings in Gallons)

Acushnet (1)	1,500	Louis Thebaud (2)	3,000
Agda (1)	1,500	Malvina B. (1)	1,500
Alpar (1)	1,500	Mari & Eleanor (2)	3,000
Antonio (3)	3,630	Mary (1)	1,500
A. P. Andrew (2)	3,000	Mary E. D'Eon (3)	11,150
Christina J. (3)	4,500	New Dawn (1)	1,500
Dagny (3)	4,400	Olive Williams (3)	4,350
F. J. Manta (1)	850	Palestine (2)	3,000
Four Sisters (2)	3,000	Rosalie F. (2)	2,700
Friendship (2)	3,000	Sunapee (2)	2,900
Gay Head (2)	2,450	Venture (2)	2,700
Gloria F. (1)	1,500	Viking (2)	3,000
Irene & Mabel (1)	1,500	Virginia & Joan (2)	3,000

COLLEY-MAIER, INC.

NAVAL ARCHITECTS
and
MARINE ENGINEERS

"MAIERFORM"

92 State Street
BOSTON, MASS.

Lafayette 5335

25 West 43rd Street
NEW YORK CITY

Bryant 9-8675

Manufacturers of
Compasses • Binnacles
Sounding Machines
Peloruses

Agents for
Thermotank
Punkah Louvres
the best distributing unit
for forced ventilation

Specializing in compass installation and
adjustment under degaussed conditions.

KELVIN & WILFRID O. WHITE CO.

90 STATE ST., BOSTON

38 WATER ST., NEW YORK



More Power - More Profit 85 to 165 H.P.
MURPHY DIESEL COMPANY, Milwaukee, Wis.

AVAILABLE NOW!

CHRYSLER MARINE ENGINES

To Turn Propellers up to 40"

See your boat builder or contact

WALTER H. MORETON CORP.
1045 Commonwealth Ave., Boston

NOW—

**Concentrating on War Production
and Serving Fishermen
the best we can**

After the war — 100% for the fishermen

**HATHAWAY MACHINERY CO.
FAIRHAVEN, MASS.**

Winches — Deck Gear — Propulsion Equipment

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

**CONSIGNMENTS SOLICITED FOR
Fish, Hard and Soft Crabs, Crab Meat
Frogs Legs, Shrimp and Snappers**

WM. M. McC LAIN

Wholesale Dealer and Commission Merchant
231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Marine Bargains

If you are in the market for Marine Engines, gas or Diesel, Lighters, Tugs, Fish, Work, or Party Boats, etc., write us as to your requirements. We also have a good assortment of Propellers ranging from 16" to 50". If we haven't what you want on our lists, we can find it for you. Knox Marine Exchange, Camden, Maine.

BOATYARD FOR SALE

A yard well-known for custom building of fishing boats, day boats and cabin cruisers. Property occupies 4½ city blocks. Repairing, storage and marine supply business. Three railways. Owner retiring. Write George W. Edwards, Atlantic Ave., Baldwin, Long Island, N. Y.

FOR SALE AND WANTED

For sale: Large number of marine Diesel engines from 10 hp. to any size needed. Wanted: Engine parts for all makes, reverse and reduction gears for all sizes. Write, wire or phone, General Diesel Sales Corporation, Wolf Ave., Chambersburg, Va., Telephone 400.

DRAGGER WANTED

Boat wanted suitable for dragging; also gear, winch, cable, etc. Maritime Service Co., 13 E. Main St., Webster, Mass.

ENGINES FOR SALE

Two Diesel engines: One 180 hp. Fairbanks-Morse, one 70 hp., 3 cylinder Bessemer. Both about 12 years old. Have been completely overhauled. Progressive Fish Wharf, Inc., Commercial St., Gloucester, Mass.

CANNING POSITION WANTED

Canning position wanted by Norwegian expert on sardine packing. Also experienced in other lines of the fish industry. Write the Maritime Service Co., 13 E. Main St., Webster, Mass.

CHARTER FISHERMAN

Fisherman wants arrangement with owner of suitable fishing boat on rental basis, or job on otter trawler, swordfisherman, etc. Write to Maritime Service Co., 13 E. Main St., Webster, Mass.

Index to Advertisers

Atlas Imperial Diesel Engine Co.	4, 5
Bendix Aviation Corp.	29
Bethlehem Steel Co. (Wire Rope)	31
The Buda Co.	2
Caterpillar Tractor Co.	7
Clark Cooper Co.	32
Colley-Maier, Inc.	33
Columbian Bronze Corp.	28
Columbian Rope Co.	1
Cooper-Bessemer Corp.	36
R. S. Danforth	21
Delaware Bay Shipbuilding Co.	32
R. J. Ederer Co.	25
The Edson Corp.	32
Enterprise Manufacturing Co.	29
L. W. Ferdinand & Co.	32
The Hallicrafters, Inc.	23
Hathaway Machinery Co.	34
Hyde Windlass Co.	31
Kelvin-White Co.	33
The Linen Thread Co., Inc.	27
The Liquidometer Corp.	21
Michigan Wheel Co.	26
Walter H. Moreton Corp.	34
The National Supply Co.	8
New Bedford Cordage Co.	25
New England Trawler Equipment Co.	30
Pettit Paint Co., Inc.	28
Frank L. Sample, Jr., Inc.	6
H. M. Sawyer & Son Co.	24
Stamford Foundry Co.	30
Submarine Signal Co.	22
Superior Diesels	8
Willard Storage Battery Co.	3
Wolverine Motor Works Inc.	20
Wright & McGill Co.	33

AN

diesel,
as to
Pro-
want
ange,

boats,
city
Three
lantic

m 10
akes,
re or
mbers-

cable,
ass.

ne 70
Have
Inc.,

ardine
ustry.
Mass.

fish-
fisher-
n St.,

.. 4, 5
.. 29
.. 31
.. 2
.. 7
.. 32
.. 33
.. 28
.. 1
.. 36
.. 21
.. 32
.. 25
.. 32
.. 29
.. 32
.. 23
.. 34
.. 31
.. 33
.. 27
.. 21
.. 26
.. 34
.. 8
.. 25
.. 30
.. 28
.. 6
.. 24
.. 30
.. 22
.. 8
.. 3
.. 20
.. 33